



TWO WINNERS — In the photo at the left, Cadet Col. Donald E. Parman receives the Air Force Association Award for being named the Cadet of the Year, from Ben Snell, former chairman of California State AFA executive committee. At the right, Col. Obed A. "Poncho" Donaldson has his arm raised in a "victory" salute by Brig. Gen. Leslie J. Westberg, USAF, national commander, for being named Senior Member of the Year. (See story below for details and other awards.)



'Top' Members Cited At Meet

SAN FRANCISCO, Calif.—Civil Air Patrol volunteers who attended the 33rd Annual National Board Meeting here witnessed several of their fellow members receiving awards for their performance in the organization.

In addition to individual awards, Air Force Maj. Gen. Ralph S. Saunders, commander of the U.S. Air Force's Aerospace Rescue and Recovery Service presented Brig. Gen. Leslie J. Westberg, USAF, national commander, with a certificate of Superior Achievement in recognition of all CAP members.

General Saunders also praised the members during his remarks to the group stating that "without CAP we could not do our job. I salute you."

CAP Col. Luther C. Bogard of the Southwest Region was named

ed Region Commander of the Year. Colonel Bogard was cited for his dedicated CAP service which spans more than 24 years. He first served as a member of the Texas Wing staff and then as Texas Wing commander.

Because of his impressive record in this capacity he was appointed commander of the Southwest Region in 1970. Since that time, his dedication and tireless efforts have been an inspiration to all who served with him.

With more than 2,000 flying hours to his credit, Bogard has been number one on the Texas Wing alert list for the past seven years.

The Wing Commander of the Year Award represented a first for CAP when General Patterson made the award to two CAP Wing commanders. Receiving the award were CAP Col. Stan

(See 'Top', Page 2)

Two Saved; Score Now 29

MAXWELL AFB, Ala.—Civil Air Patrol members continue to run up the save score. Both the Idaho and Wisconsin Wings were credited with life-saving endeavors during the past month, bringing the total to 29 during 1974.

The first save was recorded when the Idaho wing was called upon to deliver some badly needed human blood from Spokane, Wash., to the Gritman Memorial Hospital in Moscow, Idaho.

The CAP crew picked up the blood at the Coeur d'Alene Airport where it had been delivered by Washington state police, and flew it to Moscow. The blood was needed because the patient, Joe Thomas, had suffered a ruptured spleen.

The save was credited to CAP because of poor road conditions which would have made the trip to slow by automobile.

The other save involved a 61-year-old man, Conrad Ratki, of Rochester, Minn. He had become separated from his companion while fishing in northwestern Wisconsin.

CAP launched an aerial search, but efforts were unsuccessful due to the heavy, fall foliage on the trees. However, a CAP ground team located the man and brought him to safety. He was reported in fair condition when found but suffering from exposure.



VOLUME 6, NO. 11

CIVIL AIR PATROL NEWS

MAXWELL AFB, ALA. 36112

NOVEMBER 1974



33rd Board Meeting Draws 1,500 Members

SAN FRANCISCO, Calif. — More than 1,500 Civil Air Patrol members from throughout the 50 states, the District of Columbia and the Commonwealth of Puerto Rico attended the organization's 33rd National Board Meeting here.

Dr. John Furbay, noted lecturer, educator, traveller, author, radio and TV host was the keynote speaker at the banquet which concluded CAP's two-day meeting.

CAP Col. Howard L. Brookfield, commander of the Pacific Region was master of ceremonies during the banquet.

A highlight of the meeting was the re-election of the two top corporate officials in Civil Air Patrol to their positions.

CAP Brig. Gen. William M. Patterson of Baltimore, Md., was re-elected Chairman of the National Board and CAP Col. Thomas C. Casady of Birmingham, Ala., was re-elected Vice Chairman.

Both recently completed their first year in their posts. They were originally elected in October, 1973.

Patterson has been a member of CAP since 1952 and prior to his election as national chairman served as vice chairman of the national board. He has held a variety of posts in the Maryland Wing and the Middle East Region.

Casady has been a member of CAP since 1948 and has held a

(See 33rd, Page 2)

Top Cadet Squadrons Honored For Efforts

SAN FRANCISCO, Calif.—Dedication, long hours and hard work paid-off for two Civil Air Patrol Squadrons during the National Board Meeting here September 20-21. They were awarded the titles of CAP Squadron of Distinction and runner-up for 1973.

The New Britain Cadet Squadron (Connecticut Wing) earned the title of the Squadron of Distinction and the Winston-Salem Composite Squadron (North Carolina Wing) was runner-up in the competition.

CAP Lt. Col. Joseph W. Bendzinski, commander, New Britain Cadet Squadron was unable to be present and his cadet commander, Col. David Wright, addressed those present relaying his commander's comments saying that, "As squadron commander I have found that being number one does not depend on one person, but is the team effort of the members of your squadron."

He further stated that, "Achieving the goal of building all levels of CAP into a top organization takes work and devotion. Most of all, it requires effective training in leadership and development of operational and administrative ability."

Bendzinski pointed out that, "Our greatest asset is the youth of our country."

The unit was presented a \$500 award and received a plaque commemorating its achievements. Both were accepted by the Cadet Commander, Cadet Col. David Wright.

The Winston-Salem unit received a \$250 award and a plaque for its achievements. They were accepted by Cadet Col. Marty Parrish, cadet commander.

CAP Capt. Jack D. Moorefield serves as commander of the runner-up unit.



ALL ABOARD — Several Civil Air Patrol members prepare to take a ride on a national landmark — a San Francisco cable car — during the National Board Meeting which was held there in September. This was but one of the many attractions for the more than 1,500 CAP members who attending this year's event.

33rd Board Meeting

(continued from Page 1)

number of positions in the Alabama Wing including wing commander. Prior to his election in 1973 as vice chairman, he was commander of the Southeast Region.

Three members of CAP who contributed greatly to the organization's development were inducted into the CAP Hall of Honor.

The inductees were the late Brig. Gen. Earle L. Johnson, USAAF, national commander from 1942 to 1947, CAP Brig. Gen. S.H. 'Hal' duPont Jr., chairman of the national board from 1970 to 1973 and CAP Col. James E. Carter, commander of the Alaska Wing from 1959 to 1973. They are the 13th, 14th and 15th CAP notables to be selected for membership in the prestigious assemblage.

Johnson served as national commander during the chaotic years of World War II and led the organization in setting a record on civilian defense efforts. He also led the move after the war to make CAP a permanent civilian agency dedicated to public service and education as it is today.

DuPont is the only man to rise from the rank of cadet (teenage member) to chairmanship of the national board. He joined CAP in 1954 and held virtually every staff position in the organization, including Florida wing commander and vice chairman of the national board, before being elected chairman in 1970. He is currently the national finance officer.

Carter served as commander of the Alaska wing whose territory is larger than that of any other wing. Due to the nature of the state, Alaska members of CAP are normally more active in air search and rescue work and other emergency services than any other wing. Carter was instrumental in developing the present capabilities of that wing.

During the meeting, the national board discussed a study of recruiting and retention problems and the consideration of the 'New Look' in its Cadet Program.

In addition to the National Board Meeting, representatives from National Headquarters at Maxwell AFB, Ala., held seminars to direct activities of CAP in Personnel, Operations, Communications, Information, Safety, Logistics, Legal and the Chaplains Activities.

A new book, *Hero Next Door*, was released coincident with the opening of the meeting. The first two production copies were presented to CAP Brig. Gen. Patterson and USAF Brig. Gen. Leslie J. Westberg, national commander.

The author, CAP Maj. Frank Burnham, and Mr. Ernest J. Gentle, President of Aero Publishers, were present to autograph copies purchased by members. The book covers more than three decades of CAP's humanitarian service to the nation.

Among the notables in attendance were Dr. James P. Gilligan, deputy assistant Secretary of the Air Force for Reserve Affairs and Education, Donald H. Arnett of Ottawa, Ontario, president of the Air Cadet League of Canada, Maj. Gen. Ralph S. Saunders, USAF commander of the Aerospace Rescue and Recovery Service and Chaplain (Maj. Gen.) Henry J. Meade, USAF chief of Air Force Chaplains.

In Memoriam

S.H. duPont Sr.

Samuel H. duPont, Sr., father of the immediate past chairman of the National Board and the current National Finance Officer, died October 3 after a short illness.

Mr. duPont had been a loyal supporter of Civil Air Patrol and its programs. In 1965 he established a trust fund from which significant funds have accrued to the CAP scholarship program and helped greatly in maintaining the program at high levels.

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(signed) DONALD N. BOWES,
Editor, CAP News
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COMMUNICATIONS CENTER — Manning the communications center for the Pennsylvania Wing conference are from left to right, Cadets MSgt. Robert Enright and TSgt. Jeff Sicker and 1st Lt. Charles Hoopes. The combination message center-display was designed and constructed by Lieutenants John Gamber, Kenneth Keeney and Hoopes of Group 30. In addition to the booth, the group also erected a 40-foot antenna tower on the convention building so they could communicate on all CAP frequencies.

'Top' Members Cited At Meet

(continued from Page 1)

Moyer of the Maryland Wing and CAP Col. Jack Vozzo of the Mississippi Wing.

In making the presentations, General Patterson remarked that "Both men took on the responsibility of Wing Commander under the most adverse circumstances when each wing was divided by internal strife and when morale was at an all-time low."

He continued, "Even in the face of such adversity Colonel Moyer brought his wing from the 22nd position in the Commander's Evaluation in 1971 to first place in 1973. Colonel Vozzo's wing demonstrated an even more spectacular climb by going from the 41st position in 1972 to the 2nd position in 1973."

Colonel Moyer joined CAP in 1959 and served as a squadron operations officer, aerospace education officer, finance officer, wing ground rescue officer, training officer and assistant operations officer before being appointed wing commander in 1971. He has also served as the project officer for both Middle East Region Conference and the Washington phase of the International Air Cadet Exchange. He is a rated pilot and observer.

Colonel Vozzo became a member of the organization in

1965 and served as deputy chief of staff for logistics for the Southeast Region. He is a recipient of the CAP National Commander's Citation and the Bronze Medal for Valor.

A rated pilot and observer, Colonel Vozzo has logged more than 1,200 hours of flying time.

A four-year veteran of CAP, Cadet Col. Donald E. Parman of the Michigan Wing received the Cadet of The Year Award for 1974. Cadet Parman presently holds the position of Cadet Chief of Staff for the Michigan Wing. He has previously held all cadet positions and earned his Mitchell and Earhart Awards in 1972 and the Spaatz in 1974.

He was selected as runner-up to the Outstanding Cadet at the 1974 Cadet Officer School. Presently, he is a member of the ROTC Detachment at Eastern Michigan University where he is majoring in business and is a recipient of the 1974 Freedoms Foundation Award.

CAP Col. Obed A. "Poncho" Donaldson, former commander of the Oregon Wing, was named as Senior Member of The Year.

He has been a member of CAP since it was formed in 1941. During WW II, Colonel Donaldson flew submarine patrol for CAP off the coast of Texas.

During the award presentation, he was praised for his service with CAP's National

Staff College, having been directly associated with it since its inception in 1968. He was also instrumental in the planning, development and implementation of the Pacific Region Staff College.

The 1974 Frank G. Brewer CAP Memorial Aerospace Award in the cadet category was presented to Cadet Craig Johnson of the Minnesota Wing.

Cadet Johnson has served in every cadet staff position in the St. Paul Composite Squadron and has distinguished himself as an outstanding leader and model for fellow cadets to follow.

Receiving the Brewer Award for the senior member category was CAP Lt. Col. James R. Oliver of the Louisiana Wing. He received the award for his outstanding contributions to Aerospace Education. Dr. Oliver presently serves CAP as Wing Director of Aerospace Education and also serves as special advisor to the State Superintendent of Education and is a member of the Louisiana Aerospace Advisory Council.

CAP Lt. Col. K. Bealer Smotherman of the Tennessee Wing received the Brewer Award in the Individual Category. He has served as DCS Aerospace Education for the Southeast Region and presently serving as Assistant DCS, Southeast Region.

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From The Commander

Are You Doing Your Best?

by Brig. Gen. Leslie J. Westberg,
USAF, National Commander

It has been nearly six weeks since we had our very successful National Board meeting in San Francisco. My high regard for Civil Air Patrol was further strengthened and buoyed by the enthusiastic CAP members I met there and by the productive seminars and meetings which I attended.

If any one theme dominated this 1974 National Board meeting, it was **LEADERSHIP!** Leadership at all levels of Civil Air Patrol appears to be the key stone to CAP's future. The new cadet program gram, which becomes effective Jan. 1, 1975, will take the combined leadership talents of every supervisor in Civil Air Patrol. This is especially true of our cadet and composite squadron commanders. Brig. Gen.



Patterson's fine slide presentation of "The Lively Commander," further emphasized this important point.

However, nothing said at the National Board so graphically illustrates the vital role of leadership as does the following letter I recently received from one of our cadets. Unfortunately, the letter refers to the negative side of our leadership coin.

Dear General Westberg,

"As a member of Civil Air Patrol, I think I should inform you of the serious decline of pride in our squadron. I am afraid it is spreading.

"The reason for decline of pride and low morale in our case is poor cadet and senior officers who are in charge. The subordinate cadets tried to stay enthusiastic about our squadron commander's promises, but all he has given us is a lot of talk and no results.

"We, the lower ranking cadets, co-operate fully with the officers

and obey orders. We try to politely urge the officers to keep their promises to us, but this is to no avail. I am sorry to say, sir, that we have poor leadership. The officers down to the cadet level are lazy and unordered. The headquarters is filthy and badly in need of repair. Three months ago, the squadron commander promised to have permission to fix up our part of the building from the city within a short time. He has not even talked to the proper authorities yet. Funds are not a problem for we have enough money. The cadets enthusiastically volunteered to do the work in their spare time. Now, three months later after several memos being pushed aside and forgotten, our headquarters is worse. I could tell you about 100 other times when things like this have happened.

"I respectfully ask you, sir, to

send out a message to all squadron commanders to discipline lazy cadet officers and senior members and improve themselves or step down. This isn't just a request, it's a plea for help. I want Civil Air Patrol to be fun, not boring and unpleasant like our squadron is.

"Low morale is like a disease. It spreads like wildfire. Please help us."

This letter tells me there is still work to be done—a lot of it. We simply cannot rest on our laurels, however great they are said to be. Bluntly speaking, there is no time to rest at all. Continuous affirmative leadership action is required throughout Civil Air Patrol.

In light of this cadet's letter, the question we must always ask ourselves is: "Am I doing the best I can?"

Chairman's Comments

Yerba Buena Revisited

by Brig. Gen. William M. Patterson,
CAP, National Board Chairman

In 1846, during the Mexican War, a small village on a peninsula overlooking the Pacific Ocean was captured by United States forces.

It was called Yerba Buena, but the Americans renamed it in honor of St. Francis of Assisi.

...and that's how San Francisco got its name.

Big, Brisk, Best

I've been to more than a dozen National Board Meetings but our '74 San Francisco Convention has to be a milestone for several reasons.

• Big! More than 1,500 delegates, representing all 52 Civil Air Patrol wings, were there.

• Brisk! Maybe it was the cool weather but everyone seemed to have an overabundance of vigor, and every meeting was conducted in a brisk manner...with outstanding results!

• Best! The combination of 1,500 dedicated members tackling a long list of serious issues in a brisk, businesslike manner made this the best National Board in our long history.

Governor's Warm Welcome

Governor Ronald Reagan of California really launched the convention with his warm, personalized message to each delegate. In part, he wrote:

"...Your organization has admirably served this nation for over 30 years by providing volunteer life-saving operations, civil defense preparedness and leadership development activities for our youth. Let this occasion serve as an opportunity for the citizens of California to express appreciation for the many selfless contributions made by the members of the Civil Air Patrol to insure a better America."

General Westberg expressed his (and our) gratitude to Governor Reagan when he noted, "...For many years this former Air Force officer has been a staunch supporter of Civil Air Patrol and a valued friend to all branches of the Armed Forces."

Tourist Time? What's That?

In my program message, I said, "...It

will be difficult for us to enjoy the internationally acclaimed hospitality of this beautiful city while keeping our noses to the grindstone."

....That prophecy was right on the button!

Ann and I should have known better, but like a million other visitors, we're not realistic in planning our off-duty leisure time.

Among other things, we planned to have dinner at Fisherman's Wharf; browse through Chinatown; tour Mission Do Lores; inspect the exhibits at Museum of Art and ride both the ancient cable car and the modern Bay Area Rapid Transit System.

What we settled for was a quick lunch in Chinatown which fortunately was just a few blocks away from our headquarters in the hotel St. Francis.

—And that's the way it was with most of our people...too much to do and too little time to do it! —

Highlight

I suppose everyone has their own ideas of what the highlight of our '74 convention but I'm sure a consensus would agree with this.

New Look—Cadet Program—The premiere of our new look in the cadet program highlighted the general assembly which attracted an overflow crowd. We had seats for 750 people, then we added 100 more chairs—and still it was an SRO performance. I had the privilege of introducing our own Hal Bacon who did a magnificent job with his 20-minute slide presentation that detailed the new look. (Incidentally, Hal has transposed his briefing into written form which is published herein as a two-page presentation ideally suited for Bulletin Board placement. Essentially, this is what he presented to the National Board with some portions amplified or updated. Without reservation, I commend it to all as required reading and permanent retention).

tion).

Immediately following the briefing, Hal and I asked for questions/comments from the floor. This touched off an avalanche of animated responses from the delegates. We planned to have a ten minute question-answer period but stretched it to 20 minutes. It could have gone on for hours but our harried floor manager finally came up the aisle shaking his watch and waving the schedule at us.

That afternoon, in the California East Room, another overflow audience attended the cadet program seminar as the new look concept again dominated the activities.

This response reflects a skeptical, inquiring, and knowledgeable interest...and I'm delighted. More than that, when all the hubbub died away, I could sense that the men and women of Civil Air Patrol will be again getting straight "As" in the three "Cs"—change, challenge, commitment—which have made Civil Air Patrol a strong national force for 33 years.

Change—In the problems we face, in the aspirations of our cadet corps and in the environment in which we operate.

Challenge—In our need to increase and improve the 1975 cadet program. The challenge of implementing new ideas that not only will enable us to obtain and retain the quantity/quality of today's young men and women but will build a solid platform for the future.

Commitment—This word has characterized the volunteers of this great organization since 1941. I'm confident this nationwide commitment will continue to be the principal factor that urges all of us to become even more actively engaged in the total effort to improve our cadet program.

Friendly Invasion

Well, it had been 128 years since a uniformed force invaded the former village of Yerba Buena...and we didn't capture the town. It captured us. We did not ride a cable car "half way to the stars" but certainly our few days in San Francisco pushed our spirit, our resolve and our pride in each other upwards to new peaks.

No question about it...this was the biggest and the best! My personal thanks to all who made it so—and for those who weren't able to be with us this year.

Don't miss our St. Louis convention next year!

CIVIL AIR PATROL NEWS

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Maryland Pilots

'Bay Patrol' Aids Boaters

ANNAPOLIS, Md. — Pilots from Maryland's Easton Composite Squadron provided a timely helpful hand for four distressed boaters during a recent "Bay Patrol" over the Chesapeake.

CAP Lt. Ron Hulliger, pilot, and WO Dean Voorhees, observer, spotted the floundering vessel during a flying sweep of the middle bay area. The cabin cruiser with a crew of four was lodged on a mud bar several miles off Tilghman Island.

Lieutenant Hulliger related, "We attempted to attract attention of two nearby boats to lend help, but they were unable to navigate in the mud bar area." The lieutenant then climbed for altitude and made radio contact with CAP control at Lee Airport in Annapolis. "Within minutes," Hulliger related,

"we were in radio communications with Maryland's Marine Police. What a satisfying sight to see that police launch glide in equipped and ready to handle

the quandry of those boatmen."

The Easton squadron, along with other Maryland fliers, fly "Bay Patrol" each weekend and on holidays.

Unit Has Vital Role In Statewide Exercise

STAUNTON, Va. — The Augusta Composite Squadron (Virginia Wing) recently took part in a statewide exercise to test the state's operational survival plan for war-caused disasters.

The CAP unit provided communications for the more than 25 persons representing state and local government agencies which worked to coordinate activities during a mock nuclear attack.

The exercise, called Virginia Operational Plan for Survival-75, was directed from the State Office of Emergency Services operating center at Richmond.

Maj. Dennis M. Sutton, squadron commander, said the CAP members worked all day sending and receiving messages from other emergency service stations in Virginia, utilizing the 45.85 radio frequency for primary communications and 26.620 for local traffic.

CAP was praised by various representatives of the firms and personnel at the exercise. One official commented, "We are very pleased with what CAP can do — we could not have handled this today had it not been for your radio communications."

Safety Board Lauds S.C. Unit For Effort

HARTSVILLE, S. C. — Units of the South Carolina Wing have been lauded for their performance of duty after a fatal aircraft crash in South Carolina by Arthur E. Neumann, chief of the Miami Field Office of the National Transportation Safety Board.

In a letter to Col. E. Lee Morgan, wing commander, Mr. Neumann praised the efforts of the wing and particularly those of the units from Columbia, Sumter, Aiken and Charleston in the massive wreckage recovery efforts. Neumann stated the wreckage and debris was scattered over a very large wooded area near Kline, S. C. Forty officers and cadets were transported to the crash scene on the day of the accident and 12 returned on the following day.

Neumann's letter continued, "It is indeed heartening to encounter the manner and degree of cooperation and support that symbolized the performance of your loyal and dedicated officers and cadets in this instance. They can be justly proud that their efforts reflect such great credit upon the South Carolina Civil Air Patrol. The success and accomplishment of the mission of the National Transportation Safety Board is often dependent upon the cooperation and assistance afforded by other organizations near the scene."

CAP Flies Shark Patrol

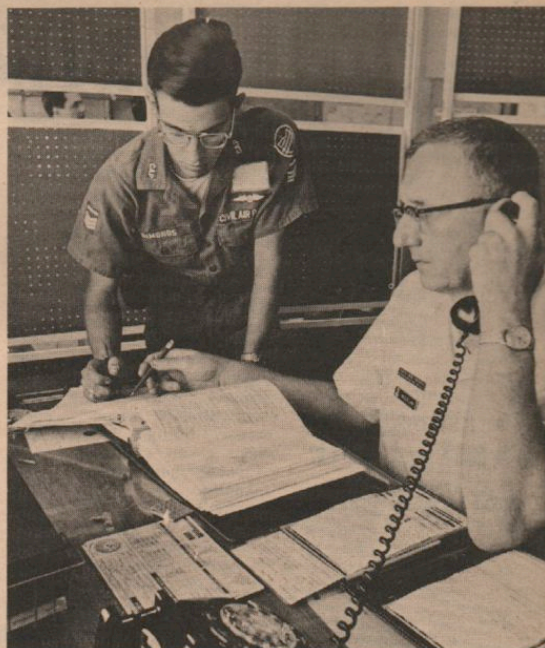
HONOLULU—The Civil Air Patrol recently responded to a request from the Hawaii State Civil Defense to spot sharks that had been reported off shore of Koko Head creating a potentially dangerous situation for swimmers.

CAP sent their Cessna L-19 aircraft aloft, equipped with loud speaker, so swimmers and others on the beaches could be warned of any danger.

Mission coordination was Capt. Phil Osens, commander of the Aloha SAR Squadron.



CAPTURES AWARD — The Renton Composite Squadron (Washington Wing) recently participated in the Loyalty Day Parade in Longbeach, Wash., and captured second place in the Senior Marching Division. Admiring the trophy are (left to right), Maj. Robert Russell, squadron commander, Lt. Jack Owens and Cadet MSgt. Jackie Owens.



CLUES — Members of the Ohio Wing's Group IX work together during a recent joint search and rescue exercise and Class B encampment. Here, CAP Lt. Col. Charles R. McClellan, mission coordinator and Cadet SSgt. John Simonds, mission coordinator trainee, go over a possible search areas during the exercise. The encampment was held at Lima, Ohio.

Alaska Wing Pilot Provides Emergency Airlift For Pair

CLEAR, Alaska — The Clear Squadron recently provided an emergency airlift to Fairbanks, Alaska for a man and woman injured in an automobile accident near here.

The woman had sustained back injuries requiring transport on a hard board stretcher while the man suffered neck and other injuries requiring he also be placed on a stretcher. Both were transported simultaneously by a

special stretcher apparatus which enabled them to be stacked one above the other in the small aircraft.

This first double stretcher air evacuation for the Clear Squadron was flown by SM Gene Augustine.

+ 1



For the benefit of all members of Civil Air Patrol, the latest statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

(As of Oct. 13, 1974)

Number of missions	348
Number of aircraft	5,064
Number of sorties	9,317
Flying Hours	17,394
Personnel	26,443
Mobile radios	5,287
Fixed radios	5,561
Saves	29
SAR Objectives located	144



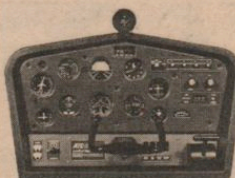
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In Washington State

Canadians Attend Encampment

McCHORD AFB, Wash. — Two-hundred-ten members of Washington Wing Civil Air Patrol and the Royal Canadian Air Cadet League attended this year's summer encampment at Fort Lewis U.S. Army Post near Tacoma, Washington. They were hosted by the Fort's 10th Aviation Battalion.

The eight-day exercise was held for the 120 CAP and 90 Canadian cadets, supervised and instructed by senior members of the organizations, to give them a taste of military life. Leadership and discipline was

stressed daily from early morning until bedtime.

The theme for the encampment was "Preparing Today for Tomorrow's Challenge." Commanding the international activity was Washington Wing's West Sector Commander, Lt. Col. Martin Heiz, CAP.

The first two days were filled with classes and drill to get the cadets to their top levels of effort. During the week, cadets visited on-post Gray Army Air Field, where they toured static displays of more than a dozen Army aircraft; attended a class on early military aviation; and were given rides in CH-47 "Chinook" helicopters.

Another day, cadets toured nearby McChord AFB where they saw jet engine repair facilities, a static testing unit for jet engines, and a ground tour of the Air Force's C-141 "Starlifter." Later, cadets

visited the Fort Lewis museum of old war equipment, and completed the Army's rigorous confidence and leadership reaction courses.

At the awards banquet 280 members and guests were present when 1st Lt. Richard DeChaineau of Renton Composite Squadron was presented the Gen. Carl A. Spaatz Award by Maj. Gen. James A. Young, USAF. The general also presented several of the encampment awards.

This is the second of two activities held annually by Washington Wing with participation by Canadian personnel. The first is "Hands Across the Border," a two part exchange held on weekends in May and June where cadets learn more about the other's organization. This is the fourth year Canadian Air Cadets have attended the summer encampment.

Texans Tour Aircraft Plant

HOUSTON, Tex. — Eleven members of the Thunderbird Composite Squadron of Houston recently toured the Navion-Rangemaster Plant in Wharton, Tex.

Although the Navion design has been flying for about 30 years, Navion-Rangemaster Aircraft Corporation is only two years old and will be producing the Model H aircraft which has a ceiling of 21,500 and needs less than 1,000 feet to clear a 50 foot obstacle during take-off.

Thunderbird members were able to see nine aircraft in various degrees of completion from unrecognizable sub-assemblies to a nearly completed aircraft.

While no production models have yet been flown, several test aircraft are currently undergoing flight and static testing in California.

Yakima Hosts 36 For AE Workshop

YAKIMA, Wash. — The Yakima Composite Squadron was one of seven organizations that sponsored a two-week aerospace workshop for 36 teachers from Yakima Valley schools.

The purpose of the workshop was to instill an awareness and interest in aerospace activities and to develop creative experience for youth. Field experience in aerospace industries and related facilities was provided to further the participant's understanding of aerospace and make educators aware of places to take their students.



DRIVER'S SEAT — Cadet MSgt. Janice Boucher of Ephrata Composite Squadron (Washington Wing) tries out the "driver's seat" in a U. S. Army helicopter during the Washington Wing summer encampment as Canadian friends watch.



FUTURE STEWARDESS? — Cadet TSgt. Pattie Moorefield of the Winston-Salem (North Carolina) Composite Squadron stops to check-out the stewardess galley aboard the Boeing 737 while touring the Piedmont Airlines Maintenance facility. Members of the squadron were given a briefing and tour of the Winston-Salem based facility recently.

Mo. Family Believes In 'Getting Job Done'


MARSHALL, Mo. — The Marshall Composite Squadron has a family who doesn't waste any time getting themselves trained.

SM Mary H. Burge joined the squadron one day and the next she had traveled more than 150 miles with her husband William T. Burge to attend a Level I clinic.

Her husband had joined less than a month earlier.

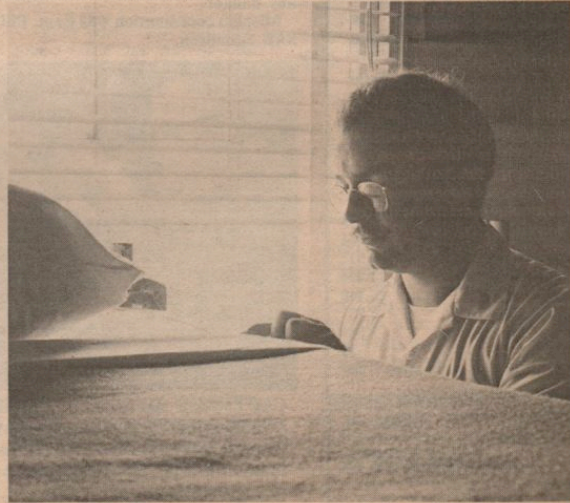
Their son, William B. also joined the squadron at about the same time as his father. All have

passed their tests and have been issued a radio operators proficiency card, less than one month after joining.

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BY THE PEOPLE,
AND FOR
THE PEOPLE.** 
The American Red Cross.



ENCAMPMENT TIME — Several cadets from the Illinois Wing get a close-up look at a Flight Simulator during their summer encampment at Chanute AFB, Ill., in the photo on the left, while the Tactical Officer for the encampment inspects bunk-making in the other photo. One-hundred forty-two cadets and 16 seniors attended the week-long encampment. (CAP Photos by Dennis Biela)



Civil Air Patrol Pictorially During



REGISTRATION — CAP Lt. Gil Taylor from Texas picks up the latest Civil Air Patrol NEWS as he registers for the 1974 board meeting.



WELCOME — CAP Brig. Gen. William M. Patterson, national chairman, welcomes those attending the 33rd Annual Board Meeting.

NATIONAL VICE CHAIRMAN — CAP Col. Thomas C. Casady speaks to the more than 1,500 in attendance for the organization's annual board meeting.



GUEST — Maj. Gen. Ralph S. Saunders, USAF, commander of the U. S. Air Force's Aerospace Rescue and Recovery Service praised CAP members for their efforts in search and rescue.

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TIME HACK — There was a busy schedule to follow for all CAP members attending the activities during the annual board meeting.

SPEAKER — Dr. John H. Furbay was the keynote speaker at the banquet.



AIR FORCE CHAPLAIN — Chaplain (Maj. Gen.) Henry J. Meade, USAF, chief of Air Force Chaplains was present for the activities.

EMCEE — CAP Col. Howard L. Brookfield, commander of CAP's Pacific Region was master of ceremonies at the banquet.



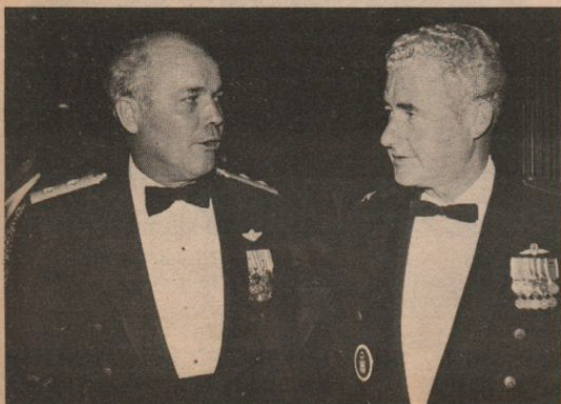
National Board Meeting



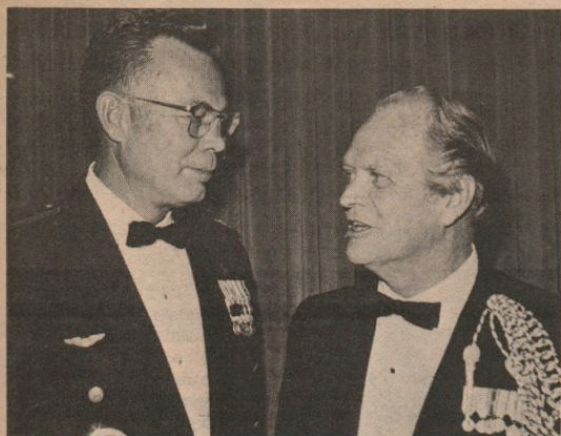
MONETARY GAIN — Cadet Col. David Wright (center), accepts a \$500 check from Brig. Gen. Leslie J. Westberg, USAF, national commander for his unit — the New Britain Cadet Squadron (Connecticut wing) which was named the Squadron of Distinction for 1973. Looking on is CAP Col. Julius Goldman, Northeast Region commander.



"WAY TO GO" — Col. Stan Meyer, Maryland Wing and Col. Jack Mississippi Wing, congratulate Co-Wing Commanders of the Y



COMMANDERS — CAP's Alaskan Wing Commander, CAP Col. James Brown Jr., chats with Maj. Gen. Ralph S. Saunders, USAF, commander of the Air Force's Aerospace Rescue and Recovery Service.



AT THE BANQUET — Commodore Elect A. A. Cordill (right) U.S. Coast Guard Auxiliary chats with CAP Col. Thomas C. Casady, national vice commander.



ADMIRE PLAQUE — Chaplain (Lt. Col). Chester Wrzaszczak admires the plaque he received for leading the Oregon Wing to first place honors in National Chaplain Standings - Wing Competition during 1973.

HONORED BY CADETS — Cadet Col. Julian Allan of the Mississippi Wing gives CAP Brig. Gen. Paul (Pappy) Turner a hand after presenting him with the "Head Trashmasters Award." Each year, during the board meeting, CAP cadets get together and pay tribute to a senior member who stands out in their eyes. The cadets were aware of General Turner's great and numerous contributions to CAP, especially in the cadet programs. On several occasions Turner has addressed cadets and opened with the remark "You're my kind of people, trash." The result of this remark was the award, a broom and dust pan.

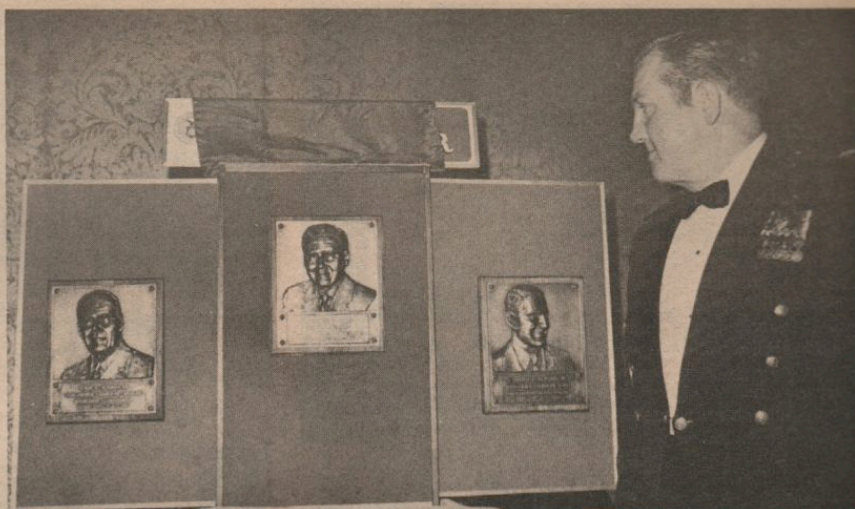


TOPS — Col. Luther C. Bogard (left), receives the Region Commander of the Year Award from Brig. Gen. William M. Patterson, national board chairman, during the National Board Meeting. Bogard, Southwest Region Commander, was cited for his 24 years of dedicated service to CAP.



HALL OF HONOR — Col. James E. Carter, CAP, former commander of the Alaska Wing admires the bronze sketch of himself and the other two inductees into CAP's Hall of Honor during the National Board Meeting in San Francisco. Also inducted into the Hall were Brig. Gen. Earle L. Johnson, USAAF, former national commander and Brig. Gen. S. H. "Hal" duPont, CAP, former board chairman and currently national finance officer.

(left), commander of the
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AWARD — Dr. K. Bealer Smotherman happily displays his Frank G. Brewer CAP Memorial Aerospace Award.



NEW BOOK — Brig. Gen. Leslie J. Westberg, USAF, national commander, displays a new book on Civil Air Patrol — Hero Next Door — which had just been presented to him by Maj. Frank Burnham, CAP (right), author of the book.



TOP CAP CHAPLAIN — CAP Chaplain (Maj.) Alvin J. Stewart (left), of Puerto Rico's Ramey Composite Squadron is presented the Thomas C. Casaday Chaplain of The Year Award by CAP Colonel Casady, national vice chairman. The chaplain was honored for his actions when he recently gave unselfishly of his time and professional talent on behalf of all members in the Puerto Rico Wing. To aid native Puerto Ricans in adjusting to the new Moral Leadership materials entitled "Values For Living", he translated the entire document from English to the local dialect.



RUNNER-UP — Cadet Col. Marty J. Parrish (left), accepts the runner-up plaque for his unit — the Winston-Salem Composite Squadron (North Carolina Wing) — from Brig. Gen. Leslie J. Westberg, USAF, national commander. The Winston-Salem unit, which was the runner-up cadet squadron of distinction, also received a check for \$250.

LEADERSHIP — Col. Joseph B. Witkin (second from left), commander of the Connecticut Wing and Cadet Col. David Wright (second from right), cadet commander of Connecticut's New Britain Cadet Squadron accepted the Brig. Gen. F. Ward Reilly Leadership Award on behalf of the New Britain Cadet Squadron commander, CAP Lt. Col. Joseph W. Bendzinski, for leading his unit to the Squadron of Distinction Award. Making the presentation are Brig. Gen. Leslie J. Westberg, USAF, national commander and CAP Brig. Gen. William M. Patterson, national board chairman.





FOUR YEAR SCHOLARSHIP — Cadet Maj. Deborah A. Loewer of the Springfield Composite Squadron 1702, Springfield, Ohio, who received a four year CAP scholarship talks with Dr. Mervin K. Strickler, chief, Aviation Education Administration. Cadet Loewer was awarded the scholarship in science which is named after Dr. Strickler. It will provide \$1,000 per year for four years. She is using it to attend Wright State University, Dayton, Ohio where she is now in her junior year. Deborah has been a member of CAP for seven years.



Seminar Question



HONORED — Cadet 2d Lt. Craig Johnson (left), was awarded the Frank G. Brewer CAP Memorial Award by CAP Lt. Col. Frank G. Brewer, Jr., (right), for the cadet category. Johnson is a member of the Minnesota Wing and has distinguished himself as an outstanding leader and model for fellow cadets to follow.

CAP Supply Depot Displayed



Items Available For Purchase



Cadets Were Involved



Photos by MSgt. Russ Brown

LEGAL CHAT — Fred Smith (center), a member of the San Francisco office of the U.S. Office of Department of Labor chats with CAP Col. Harvey Klein (left), assistant National Legal Officer and Florida Wing legal officer and Air Force Lt. Col. Harold Howell, USAF, Staff Judge Advocate at National Headquarters CAP-USAF, during a break at the National Board Meeting in San Francisco. Mr. Smith conducted a legal seminar during the meeting on the Federal Employee Compensation Act and how it applied to CAP.



TOP AWARD — Cadet Col. Michael L. Baumgartner (left), of the Illinois Wing received CAP's highest award for a cadet — the Gen. Carl A. Spaatz Award, from Maj. Gen. Lloyd R. Leavitt Jr., USAF, commander of the Chanute Technical Training Center, Ill. The presentation was made during the Illinois Wing Cadet Summer Encampment. Baumgartner served as cadet commander of the encampment and is chairman of the Illinois Wing Cadet Advisory Council. (Photo by Dennis Biela)

Cadets-Seniors 'Fly' 737

WINSTON-SALEM, N.C. — Cadets and senior members of the Winston-Salem Composite Squadron recently got a chance to "fly" a Boeing 737 jet airliner.

The unit was hosted by Piedmont Airlines at their local training facility. One of the features was a visit to a 737 flight simulator.

Most of the members "flew" the simulator on a short flight finding it quite different from the light, relatively uncomplicated Cessna 172 they are used to flying.

CAP 'Goes On TV' In Pa.

HARRISBURG, Pa. — Members of the Capital City Composite Squadron were recent guests on a one-half hour television program.

The program, "From Where I Sit", is a public service telecast produced and directed by WTPA-TV in Harrisburg.

The show consisted of a 15-minute film depicting cadet special activities and training programs and a 15-minute panel discussion.

Participating in the discussion were Capt. Robert Shaw, deputy commander of the unit, and Cadets Lt. Col. Konrad Trautman, 2d Lt. Diane Trautman and 2d Lt. John Weaver.

Unit Gets Surprise Donation

YAKIMA, Wash. — The Valley Zonta Club recently presented the Yakima Composite Squadron a check for \$400.

The surprise donation came during a recent outing of CAP and Zonta members and their families designed to let them get better acquainted.



ON DISPLAY — Members of Wisconsin's Group XII man a Civil Air Patrol display and recruiting station at Milwaukee's SOUTHRIDGE Shopping Center during Armed Forces Week in Wisconsin. The CAP exhibit was conceived by 1st Lt. Alexander K. Romanski, (center), commander of the Greendale Composite Squadron and 7th Combined Land Rescue Team. He was assisted in the display by Cadet Maj. E. Anthony Romanski, (left), cadet team commander of the 7th LRT and Capt. Serene Oberg, group information officer.

Awareness Program Underway

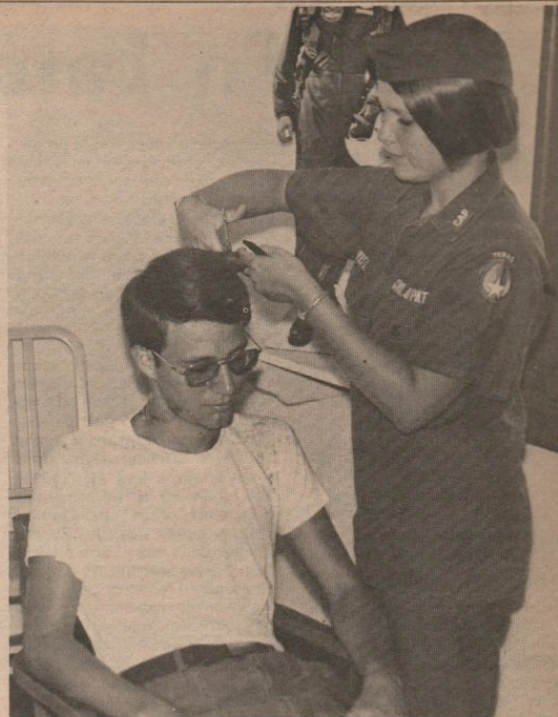
BATON ROUGE, La. — The Capital City Composite Squadron is making itself known in the Baton Rouge area with an all out public awareness program.

The program began with cadets going door-to-door selling placemats which featured designs in commemoration of the Bicentennial Anniversary of the United States. The money will be used toward establishment of a flight scholarship for the squadron. In addition, this personal contact with the citizens helped them become aware of CAP and its functions.

But the area of biggest concern were the news media—radio, television and newspapers. First Lt. Carole Whitesell, squadron administration officer and deputy commander for cadets and Cadet First Class Elaine Tullier, unit information officer, worked on this aspect of the program.

They traveled to all the local TV stations and were given an opportunity to appear on a 30-minute talk show titled "Midday in Louisiana" by WBRZ-TV. They were also successful in getting an interview "Civil Air Patrol In Baton Rouge" on Radio Station WJBO. In addition, Cadet SSgt. Jim Craig and Cadet Tullier made six "spot" announcements in cooperation with Radio Station WYNK.

The Capital City squadron seemed to have been successful in their attempt to make themselves known, why don't you do the same for your unit?



GROOMING STANDARDS — Cadet Lt. Col. Sherry Davis gives Cadet Lt. Col. Larry Battin a trim to get his haircut in compliance with CAP grooming standards. Both cadets are members of the Crusader Composite Squadron (Texas Wing).

OUT LOOK

Know And Accept Your Limitations

by Chaplain, (Maj.) Kenneth W. Henschel, USAF

Frustrations and anxieties seem to be a part of our common lot in life. We see others get ahead of us in promotions or social status. We sense that we are not reaching some of our personal goals. We notice that those values which are important to us seem to remain beyond our grasp. It's frustrating not to get what you want. It's hard to accept a second-best situation. We wish life were more perfect. We wish for more power and control over our personal problems.

How does one cope with these frustrations and limitations? Many of us grit our teeth and come out fighting. We take the attitude that nothing, but nothing, will stand in our way of reaching out and becoming what we feel destined to become. While this determined stance is admirable and desirable in many instances, it may also represent an immature and unrealistic approach to life. It will certainly raise our anxiety level, often resulting in premature or unnecessary physical ailments. How we think about certain situations affects our feelings, and our feelings in turn determine how we act and react.

Perhaps a better approach towards our frustrations is to realize that they are a normal part of daily life. It's very normal to experience imperfections and limitations. This is an imperfect world, and people are imperfect and definitely limited in their capacities. Man can do great things. He needs to aspire to greater heights. But he also needs to learn how to accept his limitations. He will not and can not always get what he wants when he wants. To live otherwise is to compound frustrations and anxieties, resulting in much unnecessary misery and unhappiness.

It is even possible to celebrate our limitations. That would really be a different slant, wouldn't it? Deliberately focus your mind on your limitations, and celebrate the fact that you can't always have things the way you want them. We need to learn to live within our boundaries. We need to confront the limits of the society and the system to which we belong, and realize that there can be contentment and happiness within those limits. Such an approach will help us live with our anxieties; in fact, it will decrease those inner pressures which plague us. Here is a key to greater harmony and peace in our minds and hearts. Try it. It works.

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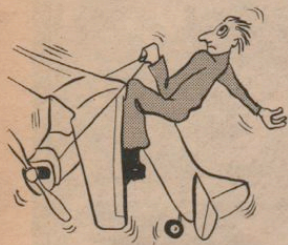
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How To Tame The Cessna 305A



BY MAJ. EDWARD E. FOWLER,
USAF
Virginia Liaison Officer

I have just finished reading a special study on CAP aircraft accidents for 1973 and it seems that one particular type of aircraft called a "taildragger" is the chief cause of this problem. According to statistics, taildraggers account for only 31 percent of the total fleet, but accounted for 70 percent of the accidents.

It was also interesting to note that 82 percent of all CAP accidents occurred during the takeoff or landing phase and that half of these were caused by the Cessna 305A.

After reading these statistics, it would appear that the best thing for CAP to do would be to get rid of all taildraggers, especially the Cessna 305A. Right? I say NO.

I fervently believe that the Cessna 305A can be tamed and that it is one of the finest aircraft that CAP could ever obtain to do their mission.

I got my first crack at conquering this beast when I was sent to Viet Nam as a Forward Air Controller (FAC). Needless to say, after flying the F-100 for four years and having just become combat qualified in the F-4, I wasn't exactly looking forward to flying the L-19 (now the 305A).



After my first checkout mission I walked off the flight line with shattered nerves, a sweat soaked flight suit and a completely destroyed ego. After regaining some of my composure, I dug into the flight manual to seek some answers but they weren't there. Turning

to a couple of other FAC's for advice, one of them mentioned that he had taken to running the trim wheel all the way back on final approach and that this had seemed to help some. I must say that my next mission wasn't anything to write home about, but I did manage to keep the plane within forty feet of the runway centerline.

Although the figures aren't handy at this writing, let me conclude by stating that it took me about ten hours to check out in the L-19 and this was for a pilot with over 2000 hours flying time.

Let's take a look at the 305A and compare it to something that most of us are familiar with, a Cessna 172. The 305A has 50 percent more horsepower than the 172 and that we'd better be prepared for some torque like we've never seen before! Sudden full throttle applications will produce torque that the average pilot is completely unprepared for. To put it bluntly, either he be prepared to shove that right rudder pedal in to compensate, or be prepared to accept the ensuing accident! You can compensate for this excessive torque to some extent by using slow deliberate throttle movements and avoid abrupt full throttle movements.

If you really want a wild ride, make a takeoff one day with a strong left crosswind and use rapid full throttle. Why? Take a good look at the vertical fin and rudder area. They are quite large. As a result, the left crosswind blows against this large area and tries to blow the tail towards the right side of the runway.

Couple this with the torque trying to take the nose to the left side of the runway and you have a situation wherein full right rudder may not enable you to recover. If you're hard-headed and have to prove it, do it the safe way.

Grease up the tailwheel real good and get some help to roll the 305A out onto a smooth, level surface with a good strong wind blowing at 90 degrees to the rudder. Position the tailwheel in line with the wind and then jump in and be ready to use the brakes. Usually the plane will pivot and align with the wind. This same principle will also hold true on landing with either a left or right crosswind.

Due to the large rudder area, the plane weathervanes easily and sufficient rudder may not be available to effect a recover. The point I'm trying to make is this—DON'T FLY WHENEVER THERE IS A CROSSWIND!!! I don't mean forever, but you should use this as your golden rule until you have acquired at least 30 hours in the 305A and you can't go wrong.

It's a proven fact, that regardless of total flying time, you are more prone to an accident until you have built up some flying time in that type aircraft. Large amounts of flying time increase your wisdom, your judgement and your ability to make accurate decisions, but don't necessarily increase your skill in an aircraft that is new to you. Low time in type aircraft equals

aircraft accidents.

I mentioned earlier about the need for having the trim wheel all the way back on landing. In the 305A, as well as my 170, I find that I can consistently make better landings by doing this. If your 305A is properly rigged you'll probably discover that full back trim is just about right for the final approach speed.

I've heard some people say that this is a dangerous thing to do because use of full throttle on a go around will cause the nose to pitch up excessively and that you can't apply enough forward stick pressure to get the nose down before encountering a stall.

Hogwash. If a pilot is too lazy to use the trim wheel or too weak to overcome this pressure, he should stick to flying a different aircraft!

Whenever pilots start discussing how to fly a tailwheel aircraft many things are mentioned such as landing gear location, moment arm, center of gravity, etc., but few pilots ever discuss effectiveness of the rudder or the tailwheel.

Normal takeoff technique in a taildragger requires you to push forward on the stick at some point on the takeoff roll so as to raise the tail off the ground. A little further down the runway the stick is pulled back to attain the proper attitude for takeoff and at the proper airspeed the plane becomes airborne.

The critical point here is just when to raise the tail. Due to many factors the tail of the 305A can be raised during the first few feet of takeoff roll. Some pilots use this technique but it should be avoided like the plague!

Just because the elevator can raise the tail doesn't mean the rudder is effective. At the slow speed encountered during the first part of the takeoff roll there isn't enough air flowing over the rudder for it to be fully effective and if the tail is raised too early and the plane heads for the pea-patch, full rudder may not be enough to recover.

On the other hand, the tailwheel will take the tail of the aircraft anywhere you want it to go if it's firmly shoved against the ground. How do we do this? Simple—hold the stick back firmly and the air flowing over the elevator will hold the tailwheel to the ground like glue and give you excellent directional control until you reach a speed where the rudder is effective.

At this point, smoothly raise the tail up, pause momentarily, and then apply the back pressure for takeoff. Using this technique will enable the tailwheel to maintain directional control until the rudder becomes effective. At that point you raise the tail and transfer all directional control from the tailwheel to the rudder.

Landings are the biggest bug-a-boo in the 305A and let no one kid you, they do require some fancy footwork and no small amount of skill. Things aren't helped too much by having that spring steel landing gear, especially on a hard surfaced runway. In order for the gear to

absorb landing shock it must be free to spread, but on a hard surfaced runway the tires can only move outward a slight amount and the end result is that the force is transmitted straight into the landing gear and tends to bounce the aircraft into the air.

During a 305A checkout it is most beneficial to do your first landings on a dirt strip. Here, the wheels can move outward and let the gear absorb the landing shock without bouncing.

The key to good landings in a taildragger lies in maintaining good directional control. Other than the pilot there are two things that control this, good brakes and a responsive tailwheel. If the brakes are weak, the pedals go way down or they aren't displaced equally when you apply them, then get them fixed.

If you're wondering what a "responsive" tailwheel is, go out and look at your 305A. Center the



tailwheel and observe the tailwheel chain and springs. If they have any slack, the tailwheel isn't responsive. Now let's look again at directional control.

Once you touch down and the nose of the aircraft starts to swing, you're in for a wild ride unless you can do some fancy footwork on the rudder pedals. Once the nose is misaligned with the runway by about ten degrees or more, you've just about had it.

Immediately upon touchdown, you must manipulate your feet to keep the nose aligned with the runway until you come to a full stop.

As to what type landings to make, just let me say that although I can make a feeble attempt at wheel landings, I have never encountered a situation that wouldn't permit me to make a three point landing.

Another very good aid to making good landings is the use of full back stick. Just hold the aircraft in the landing attitude until it touches down and continue to hold the stick full back throughout the landing roll.

If you don't hold the stick back firmly, the plane will probably porpoise and you will probably chase it. The airspeed is now low and here you sit with the tailwheel in the air, an ineffective rudder and the aircraft headed for the pea-patch.

At this point, you have two options; either make a go-around or ride it out and try to regain

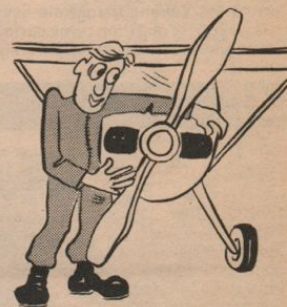
control. Don't let it get this far though. Check any tendency for the nose to swing, keep it lined up with the center of the runway and hold the stick back with all your might.

Another point worth mentioning is a go-around from a bad landing. The 305A has an abundance of power, so when in a bind, use it. If promptly applied, it will fly you out of just about any kind of situation. When and if you ever use this technique, just be prepared for all the torque.

Although this article is by no means a cure-all for 305A pilots, it is intended to shed some light on some problem areas and maybe get a few good pilot discussions started. I do feel that if the techniques mentioned are used that the accident rate will be reduced some.

In closing, I would like to make a few comments. First of all, it isn't enough for you to know what you as a pilot can do and what the aircraft can do. You must also know what you and the aircraft can do as a team. Second, in your checkout, treat the prescribed time and landings as a minimum, not a maximum. You IPs and check pilots treat your 305A students as though the plane is personally owned by you and use that as your criteria for checkout completion. In other words, would you turn this pilot you've just completed checking out loose in the plane if it were your personal aircraft?

You pilots undergoing a checkout—don't let the IP turn you loose until you know without a doubt that you can fly the aircraft safely and with no fear of wrecking it. Just because you took eight to ten hours to check



out in the 305A is no reason for your pride to be hurt.

Better safe than sorry. If you do wreck it, you may have to fork over the cash to get it fixed.

Next, you seldom hear of a pilot trained in a taildragger aircraft ever wrecking a tricycle geared aircraft, but this doesn't hold true when you go from a tricycle geared to a taildragger. It's a whole new ballgame then.

Oh, yes, lest I forget to mention it, be wary of doing stall practice with 60 degree flaps as the plane is very prone to spinning and it may not recover unless you raise them in the spin.

Happy Flying!

SAC: Heart Of Nuclear Deterrence

OFFUTT AFB, Neb. — Defense Secretary James R. Schlesinger told newsmen at a press conference here recently that the Strategic Air Command "is the heart of the U. S. strategic nuclear deterrence. To the extent that our forces are ready and are adequate, they will continue to deter any temptation towards aggression and that is the role that this command plays. It plays it quietly, effectively and has played that role for many years."

Early in the hour-long conference Secretary Schlesinger responded to questions about the development of the B-1. He said that the aircraft would "be rolled out in the latter part of October."

He told newsmen that although the B-1 is still in the development stages, and that the procurement cost, due to inflation, would be more than the B-52, "the cost — when inflated dollars were taken into account was not unreasonably high."

Dr. Schlesinger also responded to national and local questions relating to the state of his department as a result of current inflation, repeated violations by North Vietnamese of the Paris agreement, airlift to the Middle East, and of the morale of our military forces.

Secretary Schlesinger punctuated his comments with references to the performance of the Defense Department role in relations to the GNP (Gross National Product) and expressed his support of the military all-volunteer force project.

"If we treat the men in the military properly, we'll have a splendid military establishment," he said, speaking of the morale of the armed forces which he said has improved significantly since the ending of the Vietnam War.

Secretary Schlesinger was at Offutt AFB on a two-day familiarization visit. He was accompanied by Gen. George S. Brown, USAF, chairman of the Joint Chiefs of Staff and Gen. David C. Jones, Air Force chief of staff.

Gen. Westberg Visits Annual AEA 'Fly-In'

OSHKOSH, Wisc. — The Oshkosh (Wisconsin) Composite Squadron recently participated in the annual Experimental Aircraft Association International "Fly-In" again, but this year was special. Air Force Brig. Gen. Leslie J. Westberg, national commander, was there.

The EAA convention lasts a week, and draws pilots and planes from all over the world, making Oshkosh's Wittman Field one of the busiest airports in the world for that period of time. This year the convention attracted more than 300,000 people and several thousand aircraft of all conceivable designs.

General Westberg and his wife were given a dinner in their

honor by 1st Lt. Ralph Roselius, Squadron Commander, and other local CAP squadron and group commanders.

Members of the Oshkosh unit and other Group V personnel expended more than 200 manhours on recruiting duty during the convention. They staffed an indoor display booth during the day, featuring information materials and rescue and communication equipment used by the squadron.

Fly Safe!
The life you
save may be mine

New AF Vehicle Has Successful Flight

EDWARDS AFB, Calif. — An Air Force YQM-98A remotely piloted vehicle has completed one hour and 50 minutes of maiden flight here demonstrating takeoff, primary flight maneuvers and landing

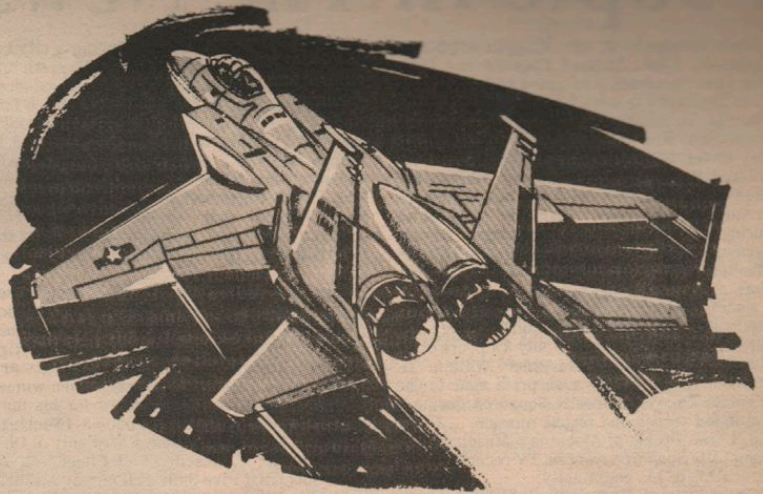
capabilities while under remote flight control of a ground operator.

It flew at speeds up to 200 miles per hour and at altitudes up to 25,500 feet during the initial flight.



YQM-98A

AIR FORCE photograph



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F-15 Eagle: An Air Superiority Fighter

The twin-tailed, twin-engined F-15 Eagle now undergoing flight evaluation is designed to assure air superiority for the Air Force against any enemy aircraft in the foreseeable future. The high-priority fighter is programmed to join the Tactical Air Command inventory by the end of 1974. The first base to receive the F-15 is Luke AFB, Ariz.

Air-to-air combat experience has shown that maneuverability is the key to attaining air superiority. With its outstanding ability to change airspeed, altitude and direction, the F-15 is specifically designed for high maneuverability.

In aerial combat, the F-15 pilot will be able to keep his eyes on

the target through a visual head-up display (HUD). Incorporating a central digital computer and other advanced avionics equipment, this system projects flight status and tracking information on the aircraft's windscreens in line with the pilot's view so that he need not look down.

The Eagle's advanced radar enables the pilot to pinpoint targets when they are beyond visual range. He can change from one weapon system to another, using visual guidance for the required weapon being displayed on his windscreen.

For its air superiority mission, the F-15 is armed with short-range Sidewinder missiles, advanced Sparrow missiles for

medium-range, air-to-air engagements and an internal rapid-firing 20mm Gatling gun. Later models are planned to include the 25mm GAU-7 Gatling gun.

The range of the fighter—greater than that of the F-4 Phantom—is part of its superiority. With external fuel tanks, the Eagle can fly coast-to-coast without refueling.

Built by the McDonnell Douglas Corp., the F-15 features smokeless engines. This will eliminate the telltale stream of smoke which might be seen by enemy pilots during air-to-air combat. (AFNS)

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endurance flight operations and to explore and evaluate flight operations from conventional runways. The prototypes have tricycle type landing gear.

The initial test flight attained all objectives, according to program officials. Subsequent test flights will be conducted to increase the operational envelope.

Supporting the flight test program at Edwards is a 24-man Teledyne Ryan team.

The flight was the initial test for one of two "Compass Cope R" RPVs designed and built by Teledyne Ryan Aeronautical of San Diego, Calif. Both prototypes were delivered simultaneously to Edwards AFB by C-5A to begin a six-month flight test program.

Teledyne Ryan's version of the "Compass Cope" aircraft has an 81-foot wingspan, a fuselage 37 feet long and is powered by a single Garrett AiResearch ATF-3 turbofan jet engine with a rated thrust of 4,050 pounds.

In its maiden flight, the aircraft was "piloted" by K. B. Weaver of Teledyne Ryan at a ground control console that displays flight data in a precise manner.

Officials at Aeronautical Systems Division, under whose contract the aircraft were built by Teledyne Ryan, say the "Compass Cope" RPVs are designed for high-altitude, long

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People In The News

Two members of the Virginia Highlands Squadron, Capt. Bernard Leonard and Capt. Jim Cole, presented a narrated slide lecture on Civil Air Patrol to county-city directors of Civil Defense in Virginia. . . The Paramus Composite Squadron (New Jersey Wing) recently lost Cadet 2d Lt. David S. Groves when he entered the Air Force Academy. Groves had been in the unit five years and had earned his private pilot license. . . CAP was represented during the 43rd Annual Conference of the General Association of Regular Baptists by Chaplain (Maj.) Bill Ditty, chaplain of New York's Orange County Group. . .

Cadet Herbert Williams of the Paine Field Composite Squadron (Washington Wing) has earned his solo wings after only 5.4 hours of instruction. . . Michigan Governor William G. Milliken recently paid a surprise visit to the Saginaw Valley Composite Squadron during a simulated search and rescue mission. . . Cadet Col. Chris Kimble of Alabama's Muscle Shoals Composite Squadron went on TV recently to explain CAP in his community. . .

The Crusader Composite Squadron (Texas Wing) is benefiting from the recently acquired rating obtained by one of their members — 1st Lt. Fred Bettis. Bettis has earned his Airline Transport Rating and Certified Flight Instructor, Instrument rating. . . Cadets 2d Lt. Mark E. Shubel and Peter J. Memarich of New York's Nassau Cadet Squadron VIII have joined that group of elite CAP cadets to earn their solo wings. They accomplished the feat under CAP's solo program. . . Earning her solo wings, then private pilot license wasn't enough for Washington's Paine Field Composite Squadron member Teresa Sloan — who has now taken up the sport of hang gliding and has aspirations of breaking the world's record time for kite flying. . .

Lt. Col. Kenneth Wagoner of the Albany Group (New York Wing) has earned the Clifford M. Johnson Award — given annually for outstanding group participation in all CAP activities. . . Cadets Farah Athey, Rose Banach, Clare Kelley and Sharon Oleksak of the Westfield Squadron (Massachusetts Wing) have been spreading the "CAP word" at assemblies at several schools in their area. . . Cadet MSgt. Scott LaRochelle, TSgt. James Brandt and Dennis Blomquist recently excelled during a recent campout by their unit — the Yakima Composite Squadron (Washington Wing). LaRochelle earned 22 out of a possible 25 points for campout activities while Brandt ran the mile in 5:45 minutes and Blomquist completed the obstacle course in 45 seconds. . .

The Governor of Illinois Daniel Walker

recently presented the Illinois Wing a citation for, "Its volunteer services it has given the citizens of Illinois in disaster relief assistance; provided youth with opportunities to learn fundamentals of aviation skills and science and provided guideline for aerospace education to Illinois schools. . . Maj. Max Reed, USAF, liaison officer to the West Virginia Wing and Maj. Frank Higginbotham Jr., director of the West Virginia cadet program recently conducted a CAP cadet recruiting program at the Buckhannon (West Virginia) Junior High School. . .

Cadet Maj. Mary Shepard, cadet commander of the Clovis Composite Squadron (New Mexico Wing) was recently listed in the eighth annual edition of Who's Who Among American High School students. . . Cadet WO Edward Cartledge Jr., was recently named the winner of the Outstanding Squadron Award for his unit, Battle Creek Cadet Squadron 5-3 (Michigan Wing). . . Second Lt. Kenneth W. Fenty of Ohio Wing's Frank A. Heselton Cadet Squadron 802 and a Specialist Five in the Ohio Army National Guard has been awarded the Ohio Distinguished Service Medal with a "V" device for valor. While on his unit's annual field training he observed a helicopter crash and rushed to the aid of the pilots with total disregard for his own personal safety. . .

Another act of heroism occurred at the Fort Jackson, S.C., pool recently when Cadet 2d Lt. Robert Curtis saved PFC Lott Cannon from drowning. Curtis is from South Carolina's Richland County Composite Squadron. . . The Winston-Salem Composite Squadron (North Carolina) recently lost one of the members — Walter Gray — to the U.S. Naval Academy. . . Air Force Brig. Gen. Gerald G. Fall Jr., commander of the 4th Air Division, F.E. Warren AFB, Wyo., was recently given a Certificate of Appreciation by Col. Albert D. Lamb, commander of the Wyoming Wing. . .

First Lt. Rollen F. Tuller of Washington's Paine Field Composite Squadron has earned his commercial pilot license. . . Another cadet to be listed in Who's Who Among American High School Students is Kevin Erickson of the Grand Rapids Composite Squadron (Minnesota Wing). . . Cadets Roger Capwell and Larry Collins of Pennsylvania's Lancaster Squadron have turned in their CAP uniform for that of the U.S. Air Force. . . The Los Alamos Squadron (New Mexico) has a wealth of flight instructors — 10. The latest to join was SM Allene Lindstrom. . . Cadet Robert Stone of the Lancaster Squadron (Pennsylvania) recently received an award at the Lancaster Science Fair for his entry under the physics division.



A WINNER — Cadet Col. Robert E. Herd (right), of Texas' Wichita Falls Composite Squadron received CAP's highest award for achievement — the Gen. Carl A. Spaatz Award, from Air Force Maj. Gen. Robert L. Petit, commander of Sheppard Technical Training Center. Herd, a student at Texas Tech University in Lubbock, has been in CAP since 1969 and has participated in the Air Force Academy Survival School, the International Cadet Exchange program and was cadet commander of his unit.

Magic Show Raises \$\$\$

CHAPEL HILL N.C.—The Durham Composite Squadron (North Carolina Wing) recently sponsored "Moments of Magic" at the Durham Civic Center. More than 500 people attended the show, presented to raise funds for the squadron.

During pre-show promotion and telephone canvassing of the Durham area a brief presentation of the CAP Story was made, which brought the activities of the squadron to the community.

Miss. Unit Handles Traffic

JACKSON, Miss. — The Stone County Senior Squadron (Mississippi Wing), were hosts for all incoming and outgoing air traffic at the Stone-Wiggins Airport for the funeral of Jay Hannah "Dizzy" Dean.

The unit set up radio communications at the airport office to handle the traffic.

Second Lt. Bill Moore of the unit acted as coordinator for the 36-hour community project.

Community Comes to 'Rescue'

KNOXVILLE, Tenn. — The Knoxville Senior Squadron now has an ELT homer on their squadron's aircraft thanks to the support from their local community.

The \$500 device was purchased with donations from Rentenbach Engineering Company, Stowers Equipment Company, and attorneys Ben F. McAuley and Harold Stone.

Former AF 'Boss' Gets Lift

CHARLESTON, S.C. — South Carolina's Charleston North Squadron recently provided air ambulance service to Gen. Nathan Twining, (USAF-retired), former U.S. Air Force Chief of staff.

The general was flown from Hilton Head Island, where he resides, to Charleston AFB, where he underwent a physical examination, and returned to Hilton Island.

The aircraft was piloted by Maj. Dennis Martin, squadron commander and Lt. Bill Brown, served as co-pilot.



HIGHLIGHT OF VISIT — Cadets from the Delaware Wing are shown inside of an Air Force C-5 transport at Dover AFB, Del. This was one of the highlights of their recent summer encampment at Dover which attracted 69 cadets and 13 seniors from throughout Delaware.

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CADET AWARDS

EARHART AWARDS September 1974

Daniel W. Clutton	01034	Stephen V. Long	05099	Mark T. Rakowski	31173
Mark C. Cardwell	01075	Patricia Trowbridge	06015	Mark A. Demaria	31189
John T. Przybylowski	06012	Justin Rivera	06058	Matthew P. Cheche	31359
Ellen L. Landry	06014	Patricia A. Nowick	06062	Donald P. Zabel	34010
Cheryl A. Homzak	09084	David P. Wilson	07016	Jerry L. Watkins	34167
Daniel B. Cowdin	08104	Michael H. Boyd	08066	Douglas J. Wright	34185
Kim M. Fischman	11041	Mary M. Anthony	08084	Deborah L. Kristof	35015
Matthew F. Kane	11051	Jay A. Albrecht	08089	Stephen J. Greubel	35024
Richard F. Kane	11051	Roger W. Selch	08133	Jim W. Driscoll	36019
Richard W. Glitz	11051	Donna K. Crenshaw	08160	Joe O. Axtell	36055
John A. McGram	11173	Kathy R. Porter	08160	Trudy A. Degraff	37003
Kathryn A. Thomas	11173	Robert R. Richards	08160	Larry R. Collins	37010
Cheryl A. Hoff	11270	George O. Navarini	08286	Nolan E. Jones	37048
Charlotte H. Fajardo	12084	Michael J. Turpak	08303	Laura L. Mazaika	37068
Marc D. Blaydoo	12168	Kenneth A. Devall	08303	James L. Cimino	37068
Susan K. McFadden	15007	Ronald F. Plenge	08412	Evenell P. Supplee	37102
Donna J. Hoffmann	16075	Ellen J. Mass	08412	Anna Fox	37102
Gregory J. Bean	18023	Steve E. Clay	09002	Darwin R. Kemper	38010
Patricia M. Amlmann	18023	Alanna Hilling	10069	Lennie E. Seale	39027
Vernon L. Brown	18075	Robert J. Thomas	11159	Clarence R. Seale III	39027
Carl A. Avila	19003	Gerard G. Gall	11173	David J. Stromswold	40050
Jeffrey B. Snyder	21021	Gregory D. Holm	11230	John B. Wider	40052
Frank A. Metcalfe	22047	Matthew P. Ford	11262	David N. Gural	41062
Shelley Mitchell	22047	Paul J. Rakowski	11262	Monty D. Nichols	42024
Loraine C. Simard	28035	Richard L. Sutter	12084	Robert T. Pernar	42110
Edward H. Adams	31201	Kenneth W. Bolvin	12177	John E. Parsley	42272
Carol J. Steckenrider	32048	Kevin A. Burnett	14031	Gary L. Cashman	42274
Cheryl J. Harman	34167	Raymond A. Huber	16021	Tracey A. Brannon	42274
Michael S. Mcalister	35015	Charles C. Morse	18023	Charles A. Galtz	42304
Kim A. Robidoux	38031	Joseph J. Orbin Jr.	18065	Preston H. Nebel	42333
Dennis W. Nichols	39026	Russell A. Kilpatrick	18069	George A. Rasmussen	42333
James H. Grigsby Jr.	41056	Benjamin E. Dement	18071	Michael K. Mercer	43027
Megann Streeter	43047	Patricia C. Wilson	18072	Wallace E. Lafferty	45002
Cheryl L. McNeill	43047	Andrew E. Sweetak	18079	Patricia A. Kearns	45025
Patricia L. Seim	45089	William P. Barry	19006	Jerry S. Stoner	45048
Christopher Wist	45117	John V. Gavin	19013	Frank M. Spence	45064
Bruce W. Steinert	48150	Ronald J. Jantz	20238	Verl H. Canterbury	46004
Michael W. Street	49002	Kevin J. Erickson	21010	Steven B. Berrie	46028
Jorge Montes	52002	Joey L. Selzer	21066	Harold W. Storm	47049
Richard Correa	52062	Carroll L. Williams	22048	Michael D. Mateleska	47060
William Brown Jr.	52079	Richard L. Blanton Jr.	22064	Deborah J. Seline	48059
Maria B. Escibano	52098	Ricky D. Johnston	23040	Daniel M. Wright	51031
Thomas M. Hennessey	04005	Kevin L. Fowler	25012	Mara B. Sagapolo	51031
John W. Barrett	04223	Charles P. Roe	25033	Luis E. Ventura	52068
Allen J. Barrett	04223	Nevin E. Pratt Jr.	25033	Edwin Otero	52091
John Latona	04261	Graham H. Sewell	28037	Benjamin Diaz	52091
Robert P. Royer	04367	Gavell Mclean Jr.	29003	Juan R. Cruz	52095
Robert T. McGinness	05068	Stephen Preleska Jr.	29003	Vilma Velazquez	52095
Mike J. Carla	05072	Craig R. Chipman	31159	Reinaldo Maisonet	52095
		Mary B. Moss	31116	Noemi Lebron	52095
		Laurenc Jansch	31131	Antonio Figueroa	52095
		Edward P. Welsh II	31162	Orlando Amaral	52095
		Charles J. Berg	31173	Juan A. Gonzalez	52095
		Jeffrey S. Gary	31173	Rosa C. Dela	52095

MITCHELL AWARDS

Thomas M. Hennessey	04005	Stephen V. Long	05099	Mark T. Rakowski	31173
John W. Barrett	04223	Patricia Trowbridge	06015	Mark A. Demaria	31189
Allen J. Barrett	04223	Justin Rivera	06058	Matthew P. Cheche	31359
John Latona	04261	Patricia A. Nowick	06062	Donald P. Zabel	34010
Robert P. Royer	04367	David P. Wilson	07016	Jerry L. Watkins	34167
Robert T. McGinness	05068	Michael H. Boyd	08066	Douglas J. Wright	34185
Mike J. Carla	05072	Mary M. Anthony	08084	Deborah L. Kristof	35015
		Jay A. Albrecht	08089	Stephen J. Greubel	35024
		Roger W. Selch	08133	Jim W. Driscoll	36019
		Donna K. Crenshaw	08160	Joe O. Axtell	36055
		Kathy R. Porter	08160	Trudy A. Degraff	37003
		Robert R. Richards	08160	Larry R. Collins	37010
		George O. Navarini	08286	Nolan E. Jones	37048
		Michael J. Turpak	08303	Laura L. Mazaika	37068
		Kenneth A. Devall	08303	James L. Cimino	37068
		Ronald F. Plenge	08412	Evenell P. Supplee	37102
		Ellen J. Mass	08412	Anna Fox	37102
		Steve E. Clay	09002	Darwin R. Kemper	38010
		Alanna Hilling	10069	Lennie E. Seale	39027
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		Paul J. Rakowski	11262	Monty D. Nichols	42024
		Richard L. Sutter	12084	Robert T. Pernar	42110
		Kenneth W. Bolvin	12177	John E. Parsley	42272
		Kevin A. Burnett	14031	Gary L. Cashman	42274
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		Andrew E. Sweetak	18079	Patricia A. Kearns	45025
		William P. Barry	19006	Jerry S. Stoner	45048
		John V. Gavin	19013	Frank M. Spence	45064
		Ronald J. Jantz	20238	Verl H. Canterbury	46004
		Kevin J. Erickson	21010	Steven B. Berrie	46028
		Joey L. Selzer	21066	Harold W. Storm	47049
		Carroll L. Williams	22048	Michael D. Mateleska	47060
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		Ricky D. Johnston	23040	Daniel M. Wright	51031
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		Stephen Preleska Jr.	29003	Vilma Velazquez	52095
		Craig R. Chipman	31159	Reinaldo Maisonet	52095
		Mary B. Moss	31116	Noemi Lebron	52095
		Laurenc Jansch	31131	Antonio Figueroa	52095
		Edward P. Welsh II	31162	Orlando Amaral	52095
		Charles J. Berg	31173	Juan A. Gonzalez	52095
		Jeffrey S. Gary	31173	Rosa C. Dela	52095

126 Lucky For Md. Youth

ANDREWS AFB, Md. — Number 126 was a very lucky number for Miss Maria Lopez of Marlow Heights, Md., recently. The 15-year-old won \$100 as a result of the purchase of a raffle ticket from the Andrews Composite Squadron.

The squadron, based at Andrews AFB, held the raffle to raise funds for its program.

The check was presented to Miss Lopez by Cadet Col. Keith E. Davenport, who recently became the 266th cadet in CAP history to earn the Gen. Carl A. Spaatz Award — the highest award a cadet can earn.

Members Train In Safety

WINSTON-SALEM, N. C. — Several members of the Winston-Salem Composite Squadron recently completed the North Carolina Wildlife Commission's Hunter Safety Course here.

The course included familiarization with the different types of guns and ammunition used by sportsmen hunters and the purposes these different kinds of guns are designed for. It also included safe gun handling practices.

The course was instructed by William Pate of Winston-Salem.

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GOOD FIT — Cadet Avery J. Turner of the Tri-City Composite Squadron (Virginia Wing) receives instruction on parachute equipment under the watchful eyes of Lt. Col. Park Lemmond, commander of the Virginia Air National Guard fighter squadron at Richmond, Va.

Unit Hosts British Officer

HAMILTON AFB, Calif. — The Marin Composite Air Rescue Squadron recently hosted Flying Officer Barrie Martin, a member of the Air Training Corps, the counterpart of Civil Air Patrol in England.

33 Get Wings At Ill. Camp

MATTOON, Ill. — Thirty-three cadets from the Illinois Wing received their solo wings during the recent wing flight encampment here. Twenty of the cadets, including two girls, soloed in gliders while 13 boys soloed in powered aircraft.

The participating cadets were competitively selected as part of the overall Illinois Wing-CAP corporation matching funds program.

The wing staffed the encampment with in-house instructors, tow pilots, and other support personnel. Also, CAP corporate equipment was utilized in accomplishing the program.

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HIGHEST AWARD — Cadet Col. Rick DeChaineau of Washington's Renton Composite Squadron received CAP's highest cadet award — the Gen. Carl A. Spaatz Award — from Air Force Maj. Gen. James Young, 25th Air Division commander at McChord AFB, Wash. DeChaineau is presently enrolled at the University of Washington on a four-year Air Force ROTC scholarship. He has been in CAP for seven years. (See related story on Page 6.)

Record Setting Officer Once A CAP Cadet

MAXWELL AFB, Ala. — Air Force Maj. Noel F. Widdifield, the reconnaissance systems officer on the recent record-setting SR-71 flight from New York to London, got his first real introduction to aviation as a cadet in Civil Air Patrol.

In Indianapolis to be named a Sagamore of the Wabash, Indiana's highest award, by Indiana Gov. Otis Bowen, Widdifield related some of his experiences as a member of the Anderson (Ind.) Composite Squadron of Civil Air Patrol in 1956-1957.

Widdifield said that he has

always been fascinated by aviation and, as a youth, built numerous model rockets and airplanes. But it was not until he was in high school that a friend introduced him to Civil Air Patrol and the actual experience of flying. Widdifield learned the basics of aviation by participating in Civil Air Patrol's aerospace education program and weekend training activities. As a part of these activities, he took his first airplane ride in an Air Force twin-engine C-45. This chain of events, said Widdifield, "lit the fire" that compelled him to follow an

Air Force career and to volunteer for his present assignment that takes him to the edges of outer space.

The record-breaking flight took place on September 1, as Maj. James V. Sullivan and Widdifield flew their SR-71 reconnaissance aircraft from New York to London, a distance of 3,490 miles, in one hour and 56 minutes. The ground speed averaged 1,817 miles per hour and was, at one time faster than a speeding bullet.

Three hours were cut off the former record, set in 1969 by a British crew flying an American-built fighter. The SR-71 remained in Britain for seven days, on display at the Farnborough International Air Show. This was the first public showing of the SR-71 that has been operational since 1966. These aircraft usually operate under tight security conditions, travelling at very high altitudes.

One aerial refuelling was used on the trans-Atlantic flight.

Widdifield was born Dec. 6, 1940, in Anderson, Ind. A friend and CAP cadet, Fritz Harvey, recruited him in 1956 for membership in Civil Air Patrol. Both later became cadet officers. After graduation from Highland High

School in 1958, Widdifield attended Ball State University where he majored in English and earned in 1962 an Air Force commission through the Reserve Officer Training Corps (ROTC).

Widdifield received navigator training on entering the Air Force and was assigned to B-52s. In 1971, he was reassigned to Beale AFB, Calif., where he entered the SR-71 program as a reconnaissance systems officer.

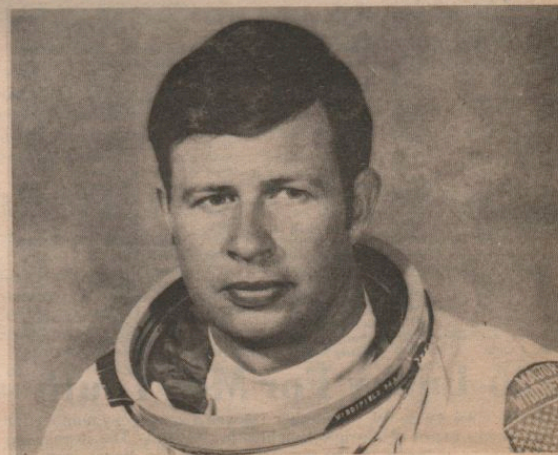
He is presently an instructor with the Standardization

Evaluation Division of the 9th Strategic Reconnaissance Wing at Beale. In this capacity, he evaluates the flying proficiency of assigned and attached navigators and reconnaissance systems officers.

The major's Air Force decorations include the Air Medal with five Oak Leaf Clusters and the Air Force Commendation Medal. He is a senior navigator with more than 3,300 hours flying time, more than 400 of which have been logged in the SR-71.



SR-71 Takes Off



Major Widdifield

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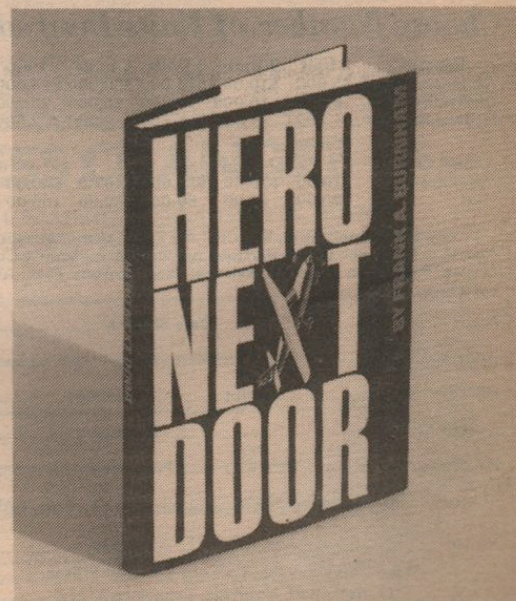
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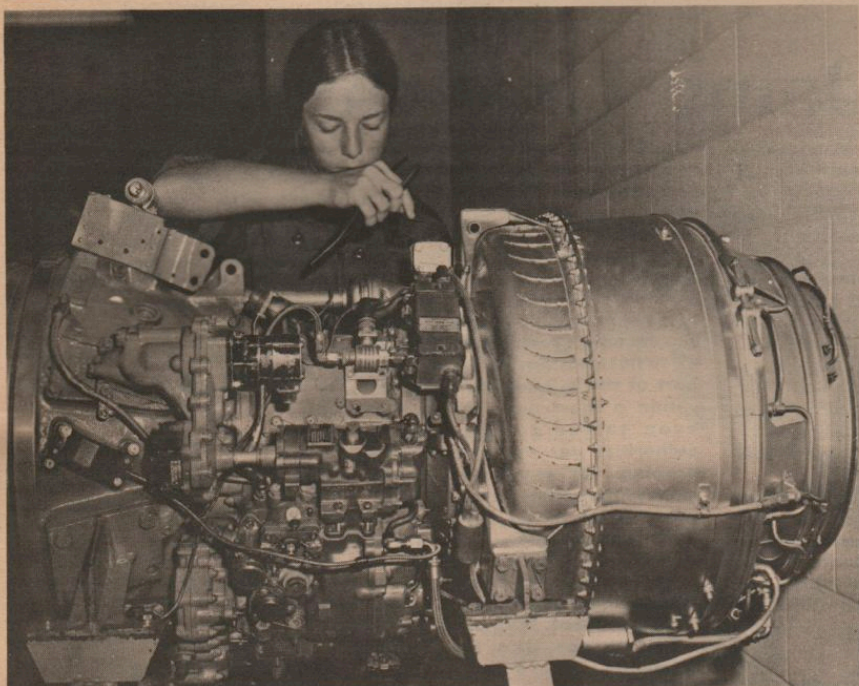
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ONE MORE 'FIRST' — A former CAP member and now member of Nebraska's Army National Guard, PVT Linda Plock, recently became the first female to attend the aviation maintenance course at the U.S. Army Aviation Center, Ft. Rucker, Ala. Linda is an eight year veteran of CAP and served in the Nebraska Wing where she held positions including ground team leader and aircraft observer. The pretty 24 year-old Guardswoman was graduated from the course with a 98 percent plus average and 19 hours ahead of schedule.



CITED — Civil Air Patrol Capt. Edwina C. Mroz, (right), of the Illinois Wing and a member of the Coast Guard Reserve, accepts a plaque and letter of commendation for Marine Corps Lt. Col. Leland Person (left), public affairs officer, Marine Air Reserve Training Detachment. She was cited for her assistance during the two weeks active duty tour of Marine Air Reserve personnel of Headquarters and Headquarters Squadron 48, 4th Marine Aircraft Wing.

Team Provides 'Care'

CHERRY HILL, N.J. — While returning home from an official Civil Air Patrol function, members of the Aero Medical Senior Squadron 108 provided emergency care for victims of a five-car accident.

The squadron members had just provided medical support for the Northeast Region Cadet Drill Team competition.

A testimonial to the efficiency and skill of the squadron members occurred when a police officer, radioing for an ambulance said, "medical expertise is at the scene."

Clinic Updates Pilots

GRAND PRAIRIE, Tex. — Thirty Civil Air Patrol pilots from the Dallas area are now in compliance with Federal Aviation Administration regulations as a result of a flight clinic held jointly by the Crusader Squadron and the 4th Group. The clinic was held in cooperation with the FAA.

The new regulation, slated to go into effect this month, will require all pilots to have a flight check within 24 calendar months prior to November 1974. (See October Civil Air Patrol NEWS.)

The flight clinic was headed up by Maj. Richard Milne of the 4th Group.



SHIP VISIT — Cadet Sgt. James Forquer (right), was one of several cadets from the East Bay (California Wing) Composite Squadron to tour the Nuclear Attack Aircraft Carrier USS ENTERPRISE at the Alameda Naval Air Station. Here, he is briefed by Lieutenant (junior grade) Biby, USN, during their tour, which included a first-hand look at the catapults used to launch aircraft, a close-up view of the anchor chain and winch assemblies that hold two, 30-ton anchors, and a trip to the Admiral's bridge for a view of the flight deck.

BOX SCORE

Cadets	24,271
Seniors	34,342
GAM	463
Total	59,076

(As for Sept. 30, 1974)
(1,596 decrease since Jan. 1, 1974)

SMILING JACK

AERO-ASTRO ANSWERS 34

A RUSSIAN SINGLE ENGINE ANT-25, PILOTED BY M. GROMOV, --A. YUMASHEV AND S. DANDELIN--

SUPER-SONIC SUB READS --

MINI-ANT

1

2 --TOOK OFF FROM MOSCOW ON JULY-12-1937--

3 --AND LANDED BETWEEN LOS ANGELES AND SAN DIEGO CALIFORNIA-- JULY-14-1937--

4 --62 HOURS AND 17 MINUTES AFTER TAKE OFF! NO AERIAL REFUELING TOOK PLACE!

5 THE ANT SET A WORLD'S NON-STOP RECORD OF 6362 MILES AT THAT TIME!

ASKED BY BO ADCOCK-- LANTANA FLA.

NEXT -- WHAT ARE SOME OF THE DETAILS OF THE MONSTROUS U.S.A. 747 AIRLINER?

ZACK MOSLEY

Courtesy of Zack Mosley And Chicago Tribune—N.Y. News Syndicated

THE BULLETIN

NEW CADET PROGRAM UNVEILED AT NATIONAL BOARD MEETING

In the October 1974 Civil Air Patrol News, the Chairman's Comments Section (page 4) contained the text of General Patterson's address to the opening session of the 1974 Civil Air Patrol National Board meeting in San Francisco. This entire article was devoted to a change in the CAP cadet program which was formulated by the National Executive Committee in a special meeting held in St. Louis last September. This new cadet program will become effective on 1 January 1975, and this Bulletin Board will explain the basic concepts of the program as briefed at the 1974 National Board.

The diagram in the upper right corner is a flow diagram of the cadet program in its entirety. We will discuss the new program as a whole and then each part individually.

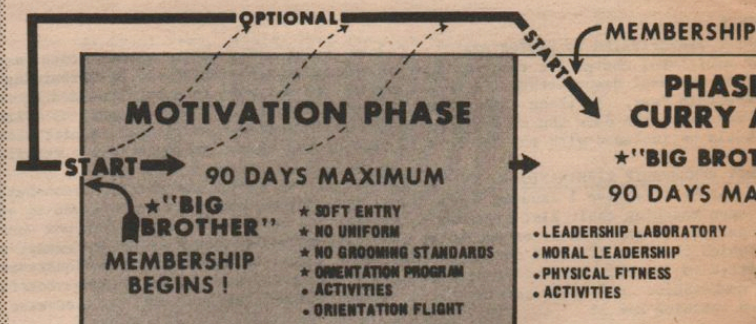
OVERALL PROGRAM: There are two major areas of program change, and these are the areas which are shaded gray on the diagram. The areas not shaded (Phases I and II) are areas with little or no change from the existing program. You will notice on the diagram that certain words or phrases are keyed with a star while other words or phrases are keyed with a heavy dot. The starred words represent program changes, while those preceded by a heavy dot are the same as in the existing cadet program.

MOTIVATION PHASE: Beginning at the far left on the diagram, a new cadet can now enter the cadet program in an entirely new phase--the Motivation Phase. This phase is designed to allow a young person to join Civil Air Patrol without having to adhere to the strict CAP grooming and uniform requirements. This phase is provided for the youngster who is interested in being a cadet but is undecided as to whether to cut his hair and put on a uniform. The basic purpose for this phase is to (1) use gentle persuasion to motivate the cadet to accept CAP uniform and grooming standards and thus continue on into Phase I, and (2) to provide the cadet with an overall orientation to the CAP, the U. S. Air Force, and the cadet program.

Notice the arrow labeled 'optional' which leads around the Motivation Phase at the top left-hand side of the diagram. If a cadet is already motivated and makes an immediate decision to conform to the uniform and grooming requirements in Phase I (Curry Achievement), he merely by-passes the Motivation Phase and begins immediately in Phase I. However, there is still a need to provide this cadet with the overall orientation to CAP, and this will be done early in the Curry Achievement.

Two other points on the diagram that need explaining are (1) the 'Big Brother' concept, and (2) when membership begins:

(1) The 'Big Brother' concept which will be used in both the Motivation Phase and in Phase I, is to assign each new cadet to a Phase II or III cadet who acts as his sponsor and leads him through these early phases. The 'Big Brother' introduces the new cadet to the other members in the squadron, assists him in getting started in the cadet program, and is available to furnish guidance and assistance as required.



(2) It would be ideal for the prospective cadet to join CAP during his first squadron meeting whether he enters into the Motivation Phase or directly into Phase I. Therefore, he should be persuaded into signing the membership papers at his earliest convenience to gain the full advantage of the cadet membership.

PHASE I (CURRY ACHIEVEMENT): This phase will remain basically the same as it is in the current program. The Leadership Laboratory, Moral Leadership, Physical Fitness, and Activities requirements will be unchanged. Remember, with the advent of the new single-volume aerospace education text on 1 September 1974, the aerospace education requirement was removed from the Curry Achievement. This will remain in effect in the new program.

If a cadet enters directly into Phase I without going through the Motivation Phase, the orientation program for new cadets will be administered during the first part of Phase I.

During Phase I, a cadet is authorized to wear a 'jump suit' type uniform provided he adheres to more strict grooming standards than are required for the Motivation Phase. These grooming standards and the type of 'jump suit' will be determined prior to 1 January 1975. Of course, if full CAP grooming standards are followed, cadets can wear the presently prescribed CAP cadet uniform during this phase.

PHASE II: After the cadet achieves the Curry Award, he or she proceeds into Phase II. This is basically the same as our current program with two modifications. Phase II still consists of six achievements, as shown at the top of the diagram, and leads to the Mitchell Award. Prior to entry into Phase II, the cadet must conform to full CAP grooming and uniform standards.

The Leadership Laboratory, Physical Fitness, and Activities remain the same as in the current program. Aerospace Education requirements will be based on the new single-volume aerospace education text.

The two program changes in the new program are (1) the Leadership Laboratory and Aerospace Education Tests for each achievement will be changed to book tests, and (2) the Aerospace Education requirement for the Mitchell Award at the end of Phase II will also be changed to an open-book test.

PHASES III AND IV: Upon completion of the Curry Award, we come to the second area of change to the cadet program. A cadet can now choose one of two different programs during Phase III. For both programs, the Leadership Laboratory, Physical Fitness, and Activities requirements will be the same as in our current program. The Aerospace Education requirement which we call the Aerospace Education Interest Area has been added to Phases III and IV and will vary depending on which interest area the cadet selects.

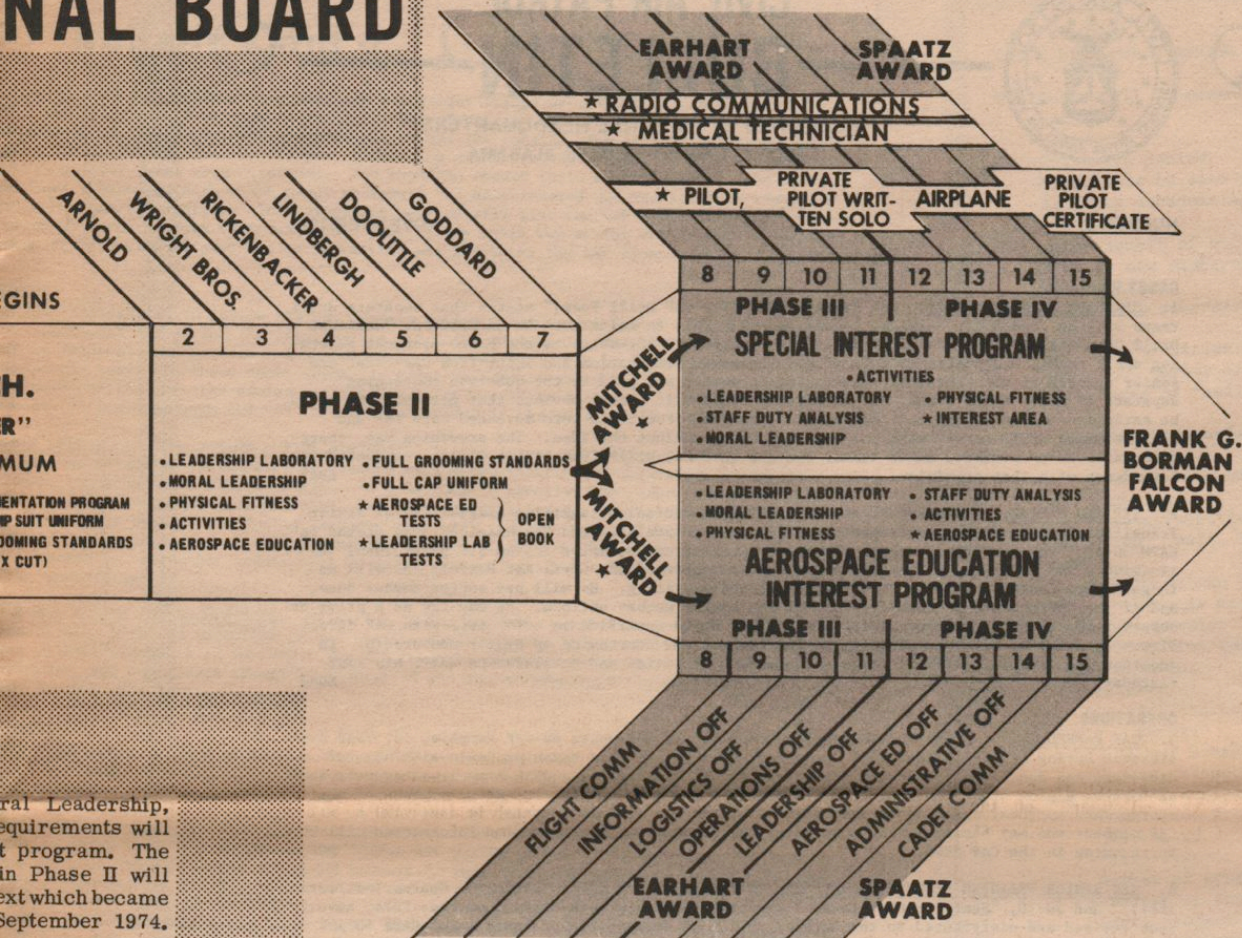
These same type of benchmark requirements will be established for the Aerospace Education Interest Area, Medical Technician, and other areas of special interest.

Aerospace Education Interest Area: After the cadet achieves the Mitchell Award, let's now follow the path through Phases III and IV. This path leads to the Aerospace Education Area, and a cadet would choose this area if he wanted to pursue further the Aerospace Education Interest Area he received in Phase II.

Again, the cadet must complete the Aerospace Education requirements in Leadership Laboratory, Physical Fitness, and Activities.

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on of the Mitchell of major change have the option ases III and IV. ip Laboratory, s, and Staff Duty entical; and will m. An addition- interest Area has nd the programs area the cadet

nd performance the Radio Com- d all other areas

Beginning at he bottom arrow s the Aerospace elect this route space education

all the present ratory, Moral

Leadership, Physical Fitness, and Staff Duty Analysis. In addition, the cadet will have aerospace education requirements for the Earhart and Spaatz Awards which are not in the current program. As in the top row, bench marks will be established at the Earhart and Spaatz Award levels which will require definite performance requirements in aerospace education before these awards can be given.

In this new program, a cadet can be promoted in Phase III through C/1Lt based on completion of the Leadership Laboratory, Moral Leadership, Physical Fitness, and Staff Duty Analysis requirements; and the squadron commander's certification of progress in the cadet's area of special interest. However, before the eleventh achievement can be completed, or the cadet promoted to C/Capt, the proof of performance (bench marks) in the area of special interest must be sent to National Headquarters.

Promotion in Phase IV will follow the same format. A cadet can be promoted to C/Major and discretionary C/Lt Col, but before the earned grade of C/Lt Col can be awarded, or the Spaatz Exam administered, the proof of performance (bench marks) must be sent to National Headquarters.

SUMMARY: In summary, we have added an optional Motivation Phase, which allows the cadet to enter Civil Air Patrol without uniform or grooming

requirements and without any formal study requirements. This Motivation Phase allows for a soft entry and gentle persuasion to motivate the cadet into the full program.

Following this Motivation Phase (or skipping it entirely), the cadet enters Phase I, which is the same as the current program. Upon completion of the Curry Achievement, the cadet progresses into Phase II with the same six achievements but with open-book tests in Leadership Laboratory and Aerospace Education for each achievement. Upon completion of Achievement 7, the cadet takes the open-book Aerospace Education Exam for the Mitchell Award. After passing this exam, he has the option of moving in two separate directions, according to his area of special interest to earn the Spaatz Award.

Regardless of the route by which the cadet progresses to the Spaatz, the requirements in Leadership Laboratory, Moral Leadership, Physical Fitness and Staff Duty Analysis are identical. The difference between the two routes lies in the area of special interest a cadet selects as his fifth requirement for the Spaatz Award.



CIVIL AIR PATROL BULLETIN

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MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 3

NOVEMBER 1974

CADET PROGRAM

1. **MIXED DRILL TEAM POLICY.** CAP Pamphlet 65, "The CAP Drill Team," states that separate drill teams will be formed for male and female cadets. This is reiterated in CAPR 50-12, "National Drill Competition." It should be pointed out that CAPP 65, which is the basic document governing drill teams, was published only after extensive coordination and input from CAP cadet and senior members at all echelons. Particular attention was paid to the question concerning separate or mixed drill teams. As is often the case, it became obvious that not everyone could be satisfied in a standardized, nation-wide program. Positions were advanced both for and against mixed drill teams, with the majority being against the idea. The provision was, therefore, drafted to preclude mixed teams, and the National Drill Competition will be conducted in accordance with that provision. EDAT

2. **STP AND FLYING.** There apparently is still some confusion regarding eligibility of Senior Transition Program (STP) participants to fly on Air Force directed SAR missions. As stated in CAPM 50-16, "The Leader's Handbook for the Cadet Program," chapter 12, an STP participant "relinquishes his cadet status and becomes a senior member of the Civil Air Patrol. He will no longer be reflected on the Cadet Monthly Membership Listing. He will pay senior member dues, and if the CAP uniform is worn, it will be the senior member uniform. He may fly as a pilot or observer on search and rescue missions, provided he is qualified in accordance with CAP directives. He will be afforded all rights, privileges, and courtesies of senior membership. In addition, he is still eligible for cadet special activities and scholarships until his 21st birthday." EDAT

OPERATIONS

3. **CAP PAMPHLET 15.** Distribution has been made to all CAP units on CAP Pamphlet 15, "CAP Assistance During Natural Disasters," dated September 1974. This pamphlet deals with natural disasters and describes procedures for obtaining CAP assistance. CONUS Army Areas as well as AF Reserve Region Areas are depicted pictorially along with current telephone numbers of the appropriate approval agencies in each area. Information in this pamphlet is essential to all CAP members who may become involved in disaster assistance. More detailed information will be forthcoming in the CAP NEWS. DOS

4. **KEY SENIOR TRAINING DIRECTIVES REVISED.** CAP Regulations 50-1, "Extension Course Institute (ECI)," and 50-10, "Senior Member Level I Training Clinics," both dated 3 October 1974, have been revised and distributed in the October 1974 unit distribution. Revision of CAPR 50-1 clarifies the eligibility of cadet and senior member officers to enroll in ECI courses and changes the instructions for completing ECI Form 23, "ECI Enrollment Application." Of special interest to unit senior program officers is the inclusion of the complete listing of zip code/shreds of wing test control offices. Minor changes to CAPR 50-10 were effected to generally update and refine the text contents. DOT

5. **SENIOR MEMBER TRAINING DATES ANNOUNCED.** The Weapons Employment Course for Allied Officers will be conducted at Maxwell AFB AL 6-10 January and 31 March-4 April 1975. The five-day course is conducted by the USAF's Air University Institute for Professional Development (AUIPD). The purpose of the course is to provide attendees with a knowledge of current U. S. weapons and their employment, a familiarity with the fundamentals of space operations, and an appreciation for the U. S. national space effort. For CAP Aerospace Education Officers, the course provides supplemental information in the internal implementation of the aerospace education portion of the cadet program and the aerospace education program for senior members and the general public. The course is open to CAP senior member officers in the grade of captain through colonel. Interested applicants should apply on CAP Form 17, "Application for Senior Member Activities," through their respective wing and region headquarters to Hq CAP-USAF/DOT in accordance with the provisions of CAPR 50-9. Deadline for receipt of applications for the 6-10 January 1975 class is 6 December 1974. Selectees for this class will be announced on 13 December 1974. Deadline for receipt of applications at National Headquarters/DOT for the 31 March-4 April 1975 class is 7 March 1975. Selectees for this class will be announced 14 March 1975. DOT

6. **AIRCRAFT UTILIZATION.** What's this in the National Commander's Evaluation about aircraft utilization? After all, it's our airplane, we paid for it, why should National care whether we fly it ten hours a quarter or not? These questions, or ones similar to them, were probably asked by a lot of people when the new item appeared in the National Commander's criteria this year. There are two main reasons why the National Headquarters has become interested in the utilization of CAP aircraft. The first has to do with the cost of owning an airplane; the second is to streamline and modernize the CAP fleet.

The cost of owning an airplane can be broken down into two classes: fixed and operating. Fixed costs include such things as depreciation, insurance, hangar fees, annual inspections, etc., which do not change regardless of the amount of time the aircraft is flown. The aircraft utilization is aimed directly at these fixed costs. The more an aircraft is flown, the less the fixed cost per hour becomes. For example, assume the unit has a Cessna 305A which has an operating cost which includes fuel, oil, and maintenance reserve of \$10 per hour and a fixed cost of \$500 per year. If the airplane flies only 10 hours this year, the unit would have to charge \$60 per hour in order for that airplane to break even. If on the other hand the airplane flew 100 hours, a rate of \$15 per hour would break even. The goal is to have every airplane in a unit carry its own cost rather than, as in many instances, one or two airplanes carry the rest.

The Civil Air Patrol BULLETIN is published bimonthly (Jan., Mar., May, July, Sep., and Nov.). It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

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CAP Bulletin Cont'd

The idea of each airplane carrying its own weight brings up the second reason for the and why the points were made so as to strongly favor any unit which could get the minimum utilization on all airplanes. The purpose was to set the penalty high enough that those units had difficulty meeting the minimum utilization standards would consider disposing or re-distributing their least used airplanes. The expected impact is to return money to the unit National treasuries with which newer equipment can be purchased and redistribute resources to obtain maximum utilization. This procedure we hope will give the CAP newer and better aircraft with which to perform their mission. That is the basic why of the utilization criteria--even distribution of cost and to streamline and modernize the CAP fleet.

DOO

PERSONNEL

CADETS TRANSFERRING TO SENIOR STATUS. Cadets applying for senior member status may do so of additional charge for the remainder of the cadet membership year by forwarding a CAP 12 to National Headquarters. A senior member renewal will then be forwarded at the end of membership year. In those cases where the cadet membership year is almost up (within one month of the date the senior application is forwarded to National), senior membership should be included with the CAP Form 12 (\$16 or \$13 if the handbook is not required).DPY

CADET MEMBERSHIP TERMINATION - 21ST BIRTHDAY. At the August NEC meeting a resolution was adopted whereby effective 1 January 1975, cadets will automatically be transferred to senior status upon reaching their 21st birthday. In order not to penalize any cadets now working toward a particular achievement or activity, the resolution included a clause to exempt those cadets which might be affected during calendar year 1975. Unless National Headquarters (EDA) notified to the contrary, all cadets turning 21 after 1 January 1975 will be transferred to senior membership. All other cadets will be considered to have had sufficient advance notice to reaching age 21.

DPY

NATIONAL AWARDS AND DECORATIONS. Effective 10 August 1974, all National-level CAP awards and decorations, with the exception of the Distinguished Service Medal, will be processed as before without reference to the NEC. The NEC reserves approval authority for the Distinguished Service Medal, and commanders should be mindful of the NEC meeting schedule when submitting recommendations for this award.

DPY

RECRUITING

RECRUITING. All holders of the new recruiting guide should add the following pamphlet to list of recruiting materials in the back of the recruiting guide: What Is It All About, Plainly.

USE ACCURATE FIGURES!!! Recently National Headquarters received a proclamation from one of the states in which the governor proclaimed "CIVIL AIR PATROL MONTH." The proclamation cited a membership of "85,000 senior and cadet members." This figure is years out of date!! Current membership is slightly under 60,000 and National Headquarters uses the statement, "membership is approximately 60,000," in its public statements. In addition, the proclamation that CAP voluntarily flies "over 20,000 hours each year" in search and rescue missions is "more than 70 per cent of all hours flown by search and rescue participating agencies." In the past two years the flying hours have exceeded 27,000 hours each year. The figure for the year before that was more than 30,000 flying hours. The lives saved, flying hours, sorties, are published monthly in the CAP NEWS. You can pick up accurate statistics from this source. The correct statement about per cent of flying hours, etc., is as follows: "Civil Air Patrol flies approximately 80 per cent of all flying hours spent on inland search and rescue in the United States."

33RD ANNIVERSARY KIT. By the time this paper is printed, your anniversary kit will be on its way. Please read this kit thoroughly and follow its instructions and help us make the 33rd anniversary of CAP's 33rd anniversary the first week in December 1974.

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TRAINING

NEW AND REVISED CAP PUBLICATIONS:

- a. Change 2, CAPR 35-5, "CAP Officer Appointments and Promotions," 3 Oct 74, has been revised and distributed.
- b. CAPR 50-1, "Extension Course Institute (ECI)," 3 Oct 74, supersedes CAPR 50-1, 4 Oct 73.
- c. CAPR 50-3, "Senior Member Training," 6 Nov 74, supersedes CAPR 50-3, 7 Feb 73.
- d. CAPR 50-10, "Senior Member Level I Training Clinics," 3 Oct 74, supersedes CAPR 50-10, 13 Oct 73.
- e. CAPR 50-11, "Flying Clinics," 3 Oct 74, supersedes CAPR 50-11, 4 Apr 72.
- f. CAPR 123-1, "The CAP Inspection Program," 3 Oct 74, supersedes CAPR 123-1, 3 Nov 71.
- g. CAPM 123-1, "Inspector's Handbook," 6 Nov 74, has been published.

DA

COMMANDER

A T. LYNN, Lt Col, USAF
Director of Administration

IN THE U. S. AIR FORCE -- THE AEROSPACE TEAM

CHECK LIST FOR PLANNING CAP ACTIVITIES

Publicize well in advance:

- Date
- Place
- Inclusive period
- Directions to site (ground/air maps)
- Activity schedule/agenda

Determine number of attendees in advance:

- Monitor new membership in the region/wing/squadron
- Input from subordinate units

Arrange for facilities:

- Relate to number of attendees
- Coordinate AF facilities through liaison office
- Classroom/auditorium
 - Acoustics
 - Seating with note-taking capability
 - Lighting
 - Heating/ventilation
- Billeting: male, female, couples
- Food
 - Assure volume capability
 - Pre-arrange meal times and numbers with operator
 - Have coffee ready for breaks
- Transportation
 - Buses/cars
 - Billets to activity area and return
 - Meal breaks
 - Ground transportation from airport
- Audiovisual equipment
 - 35mm slide projector
 - Chalkboard
 - Audio system, if size of room and number of attendees requires
 - Projection screen
 - Spare projection bulbs
 - Extension cords
 - Movie projector

Activity procedures:

- Publish and distribute schedule/agenda
- Adhere to schedule
- Publicity photo coverage/news articles
- Use local experts for special presentations, if applicable
 - Aerospace Education
 - Cadet Program
 - Emergency Services
- Displays of CAP mission activities to generate interest and publicity (SAR, Communications, Cadet Programs and Activities, Aerospace Education)

Kitty Hawk 3 Jan 1974
Wilbur:
Your suggested modifications should be made, but where are we going to get the manpower and funds. I haven't been able to generate much enthusiasm in flying.
Orville